OCTOBER 27, 1962. VOL. CCLI. No. 3256. TWO SHILLINGS AND SIXPENCE

THE SPHERE

DEVELOPMENT IN HONG KONG

DRAWINGS BY "THE SPHERE" SPECIAL ARTIST

FATHER RHINE
Liebfraumilch
. . . . in the unique gold-lettered bottle.
SOLE IMPORTERS:
FICKUS COURTENAY & CO. LTD., 35 DOVER STREET, LONDON, W.1.

MACANUDO
Jamaica's Best Cigar

The essence of feminine elegance . . .
LES PARFUMS
WORTH
JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

WILLIAMS & HUMBERT'S
DRY SACK REGD.
THE WORLD FAMOUS
SHERRY

Fortnums in the evening?
delicious!
Fountain Restaurant is now open until 11.30 p.m. Mon-Fri
Fortnum & Mason
Duke St./Jermyn St. corner

Apollinaris is the natural mixer with Scotch . . .
ask for a Scotch and POLLY

TIO PEPE
THE SHERRY OF SPAIN
GONZALEZ BYASS

MORNY
OF REGENT STREET LONDON
FINE SOAP · MATCHING BATH LUXURIES · PERFUME

Royal Exchange
ASSURANCE
Head Office at the Royal Exchange · London
Incorporated in 1720

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

"Every woman loves temptation... that's the secret of After Eight"...

SAYS **MRS. ROY BOULTING,** WIFE OF THE PRODUCER OF "PRIVATE'S PROGRESS," "I'M ALL RIGHT JACK," "HEAVENS ABOVE" AND MANY OTHERS.

"Temptation's an understatement . . . these new chocolates called After Eight would break the strongest will in the world. Normally when I'm given a box of chocolates they lie around for months . . . not After Eight though. By the time I'd devoured half a box of that dreamy Chocolate Assortment I was dancing on clouds and longing to let the rest of the world have the news. Where I'm concerned, these new After Eight chocolates are the best thing that's happened since the Marx Brothers."

AFTER EIGHT Wafer-thin Mints: Elegantly slim, delightfully refreshing new mints for after dinner. Cool peppermint cream locked in the luxury of rich dark chocolate . . . each in its individual monogrammed envelope: 4/- a box.

AFTER EIGHT Dessert Chocolate: A quarter of a pound of perfect plain chocolate—possibly the best ever made: 1/6

AFTER EIGHT Chocolate Assortment: A distinguished selection of exquisite centres from the crispness of Hazelnut Hardbake to the soft tang of Liquid Mandarin. All coated in rich dark chocolate. One pound: 12/- Half pound: 6/-

AFTER EIGHT

ROWNTREE & CO. LTD.

Continuous sampling of marine deposits on the site of the proposed dam in Plover Cove, Hong Kong. *Consulting Engineers* Binnie & Partners, and Scott & Wilson, Kirkpatrick & Partners, Hong Kong.

Hong Kong's Shek Pik dam under construction. Soil Mechanics Limited, in association with Soletanche S.A.R.L., piled and grouted the cut-off in alluvium and are now completing the cut-off in decomposed and sound rocks. *Consulting Engineers* Binnie & Partners.

香港食水未來之供給

WATER SUPPLY FOR HONG KONG

SOIL MECHANICS LIMITED

Head Office
65 Old Church Street
London SW 3

Telephone: FLAxman 8111
Telegrams: Edaphos London SW 3
Telex: 24351

MANLY . . .

HARRIS TWEED leads a man's life. It looks it. Strong, robust, exceptionally hard-wearing. A traditionally superb tweed without so much as a single strand of synthetic fibre. The Orb Mark is your safeguard that the tweed has been *independently* inspected to ensure that it complies with the regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

So, always look for the Orb Mark before you buy—

HARRIS TWEED

HAND WOVEN Harris Tweed

THE HARRIS TWEED ASSOCIATION LTD — REGISTERED TRADE MARK No. 119214 — APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE

HARRIS TWEED COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

Issued by The Harris Tweed Association Ltd., Academy Street, Inverness, Scotland

The "Antiquary"

De luxe
Old Scotch Whisky

No other Old Scotch Whisky excels The "Antiquary" for maturity, mellowness and subtle flavour. Would that there were more of it.

J. & M. Hardie LIMITED.
EDINBURGH

You never know who may drop in

With a bottle or two of Dry Fly Sherry you will be fully prepared for anyone. For Dry Fly—a *medium* dry sherry—is specially blended to cover the widest possible range of tastes. 18/6 a bottle.

Those who prefer a dry sherry should try CECILIA, *a delicate Amontillado; and for sweet tastes—*
GOLDEN CHANCE, *a rich Oloroso Cream, both at 20/6 a bottle.*

GREET YOUR GUESTS WITH
FINDLATER'S SHERRIES

A splendid out-of-the-ordinary gift for your friends overseas

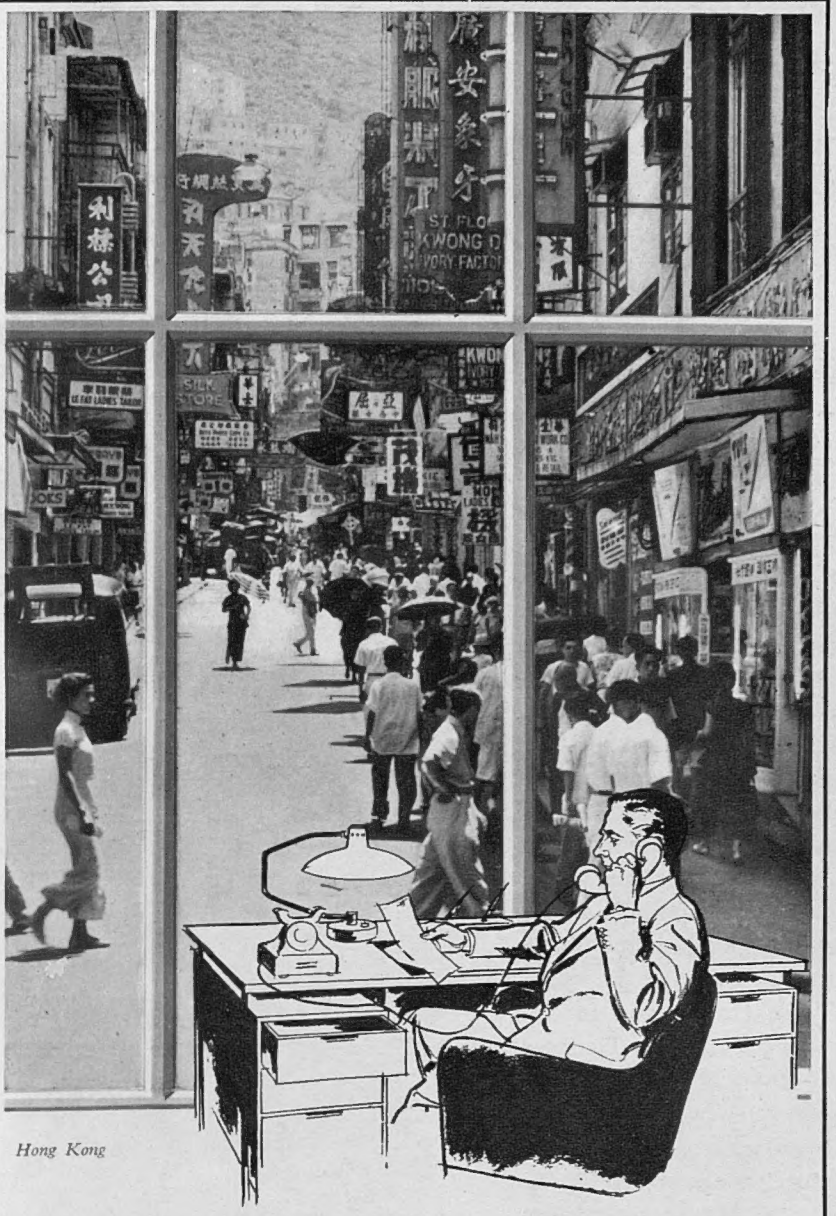
All four of these magnificent Christmas Numbers *can be sent to any address in the world for only 21/- including postage.*

Brim-full with superb colour plates, seasonal articles and unusual short stories, these world-renowned Christmas Numbers will provide a wealth of Christmas enjoyment for your friends and relatives overseas. A Greeting card is sent with every copy dispatched on your behalf—what a splendid way to say "Happy Christmas."

Prices include postage to any address in the world.

The Illustrated London News 5/8
The Tatler 4/- The Sphere 5/8
"Holly Leaves" 5/8

To catch overseas Christmas mails you should place your orders NOW with your usual newsagent or with any branch of W. H. Smith, Wymans or John Menzies.



Hong Kong

A window opening on the World

This is the Hongkong Bank Group, operating as it does through the East and Middle East, with offices in New York, San Francisco, Los Angeles, Paris and Hamburg.

This integrated Group of Banks can provide complete banking facilities through its own branches and through agency arrangements with a network of correspondent banks.

THE HONGKONG BANK GROUP

THE HONGKONG AND SHANGHAI BANKING CORPORATION
Head Office : HONG KONG
London Office : 9 GRACECHURCH STREET, LONDON EC3

MERCANTILE BANK LIMITED
Head Office : 15 GRACECHURCH STREET, LONDON EC3
West End Branch : 123 PALL MALL, LONDON SW1

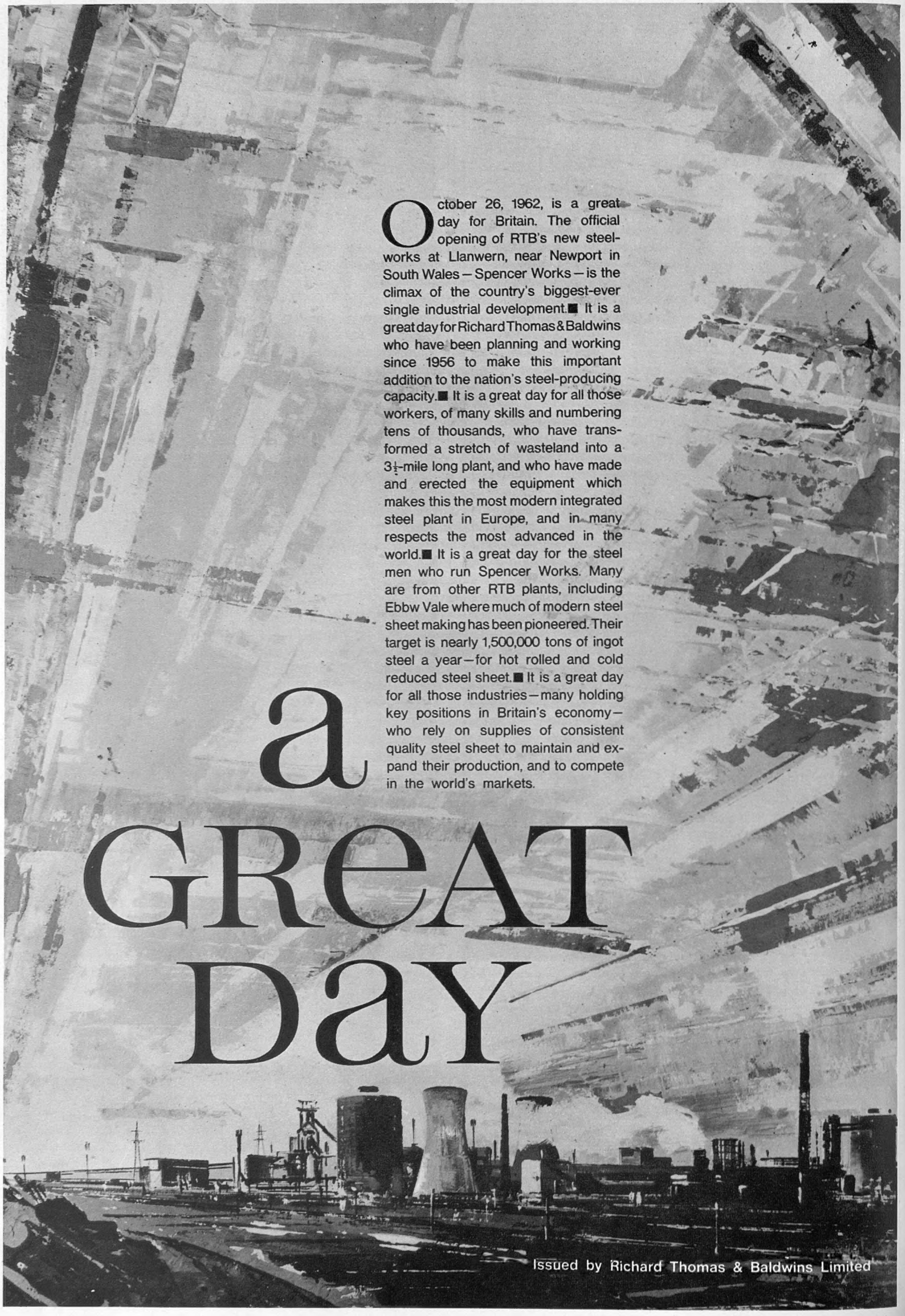
THE BRITISH BANK OF THE MIDDLE EAST
Head Office : 7 KING WILLIAM STREET, LONDON EC4

Why Remy Martin has no stars on its label

No brandy of lesser quality than Fine Champagne V.S.O.P. Cognac is permitted to bear the Remy Martin label. Hence no grading by stars. The question does not arise. All you need remember is to ask for Remy Martin. In return you enjoy a superior cognac of liqueur quality. For Remy Martin *make nothing less good*. In a word, Remy Martin cater for the one man in a hundred who prefers to compliment his palate—and his guests—with brandy as good as Fine Champagne V.S.O.P. Just ask for Remy Martin.

PRIDE OF COGNAC

REMY MARTIN



a GREAT DAY

October 26, 1962, is a great day for Britain. The official opening of RTB's new steelworks at Llanwern, near Newport in South Wales — Spencer Works — is the climax of the country's biggest-ever single industrial development. ■ It is a great day for Richard Thomas & Baldwins who have been planning and working since 1956 to make this important addition to the nation's steel-producing capacity. ■ It is a great day for all those workers, of many skills and numbering tens of thousands, who have transformed a stretch of wasteland into a 3½-mile long plant, and who have made and erected the equipment which makes this the most modern integrated steel plant in Europe, and in many respects the most advanced in the world. ■ It is a great day for the steel men who run Spencer Works. Many are from other RTB plants, including Ebbw Vale where much of modern steel sheet making has been pioneered. Their target is nearly 1,500,000 tons of ingot steel a year—for hot rolled and cold reduced steel sheet. ■ It is a great day for all those industries—many holding key positions in Britain's economy—who rely on supplies of consistent quality steel sheet to maintain and expand their production, and to compete in the world's markets.

Issued by Richard Thomas & Baldwins Limited

Volume CCLI No. 3256 LONDON, October 27, 1962

THE SPHERE

© 1962. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

KING OLAV IN SCOTLAND

In his capacity as Chancellor of Edinburgh University, the Duke of Edinburgh shakes hands with King Olav of Norway after conferring the honorary degree of Doctor of Laws in the McEwan Hall, Edinburgh. Looking up at the King is Mr. Grimond, the Rector of the University. This was one of the many occasions during the three-day State Visit of King Olav to Scotland, his first to Britain since he became King five years ago. On the first day of the visit more than 100,000 spectators lined the processional route from Princes Street to Holyroodhouse along the Royal Mile to welcome the King as he drove with Queen Elizabeth. He had previously sailed into the Port of Leith in the Royal yacht *Norge*. Among the highlights of the visit in Edinburgh were a State Banquet in Holyroodhouse, a gala performance of a new dramatised version of Scott's *Rob Roy* at the Lyceum Theatre, and the installation of King Olav and Lord Home as Knights of the Thistle. The King also spent an afternoon in Glasgow. Later he toured other areas of Scotland, from Dumfries to Skye and Inverness. (See also pages 138-139.)

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

NEWS SUMMARY

Heavy fighting on the Indian borders; Mr. Khrushchev's terms for Berlin; new U.S. moves over Cuba; more strikes in Britain; a constitution for Congo?

INTERNATIONAL

In the heavy fighting on the North-East Frontier Indian troops were continuing to fall back in the face of more than 20,000 Chinese, it was stated in **Delhi** at the start of this week. Mr. Khrishna Menon, the Indian Defence Minister, declared the Chinese were attacking apparently without thought of loss, and he estimated their losses at four times more than those of India. Heavy snow was adding to the difficulties of the defenders. The Chinese were also attacking in the North-West Frontier in the **Chip Chap** area of Ladakh. From Peking came reports confirming the Chinese advances. The capture was claimed of seven Indian positions on the North-East Frontier and of " several Indian strong points " in the North-West. The Chinese alleged they had been forced to take action in self defence against " aggressive " Indian troops. In **New York** it was thought that little could be done by the United Nations to resolve the conflict as China is not a member. (See also John Connell, page 140.)

Russia will take the German question to the United Nations if the U.S.-Russian talks after the U.S. elections next month fail to produce any result. He stated this in an interview given in **Moscow** and published on Sunday last in a West German newspaper, *Deutsche Zeitung*, and in a number of French, Belgian and Italian papers. Russia wanted the recognition of two German states: a " free city " in West Berlin and dissolution of the " Nato foothold in Berlin." In return he would guarantee free access to West Berlin and non-interference in its internal affairs.

In **Oslo** Mr. Heath was leading the British delegation to the EFTA Ministerial meeting. He was to report on the British negotiations with the E.E.C.

THE UNITED STATES

There were rumours in **Washington** of some important policy development over Cuba that was likely to take place before the mid-term Congressional Elections on November 6. Last weekend there were reports of large-scale movements of U.S. Marines in the Florida Keys. President Kennedy cut short his campaign tour suddenly and returned to Washington, saying he had a slight cold. Vice-President Lyndon Johnson also returned from an election tour, and Mr. Rusk, Secretary of State, Mr. Macnamara, Minister of Defence, and the Chiefs of Staff were remaining in the capital.

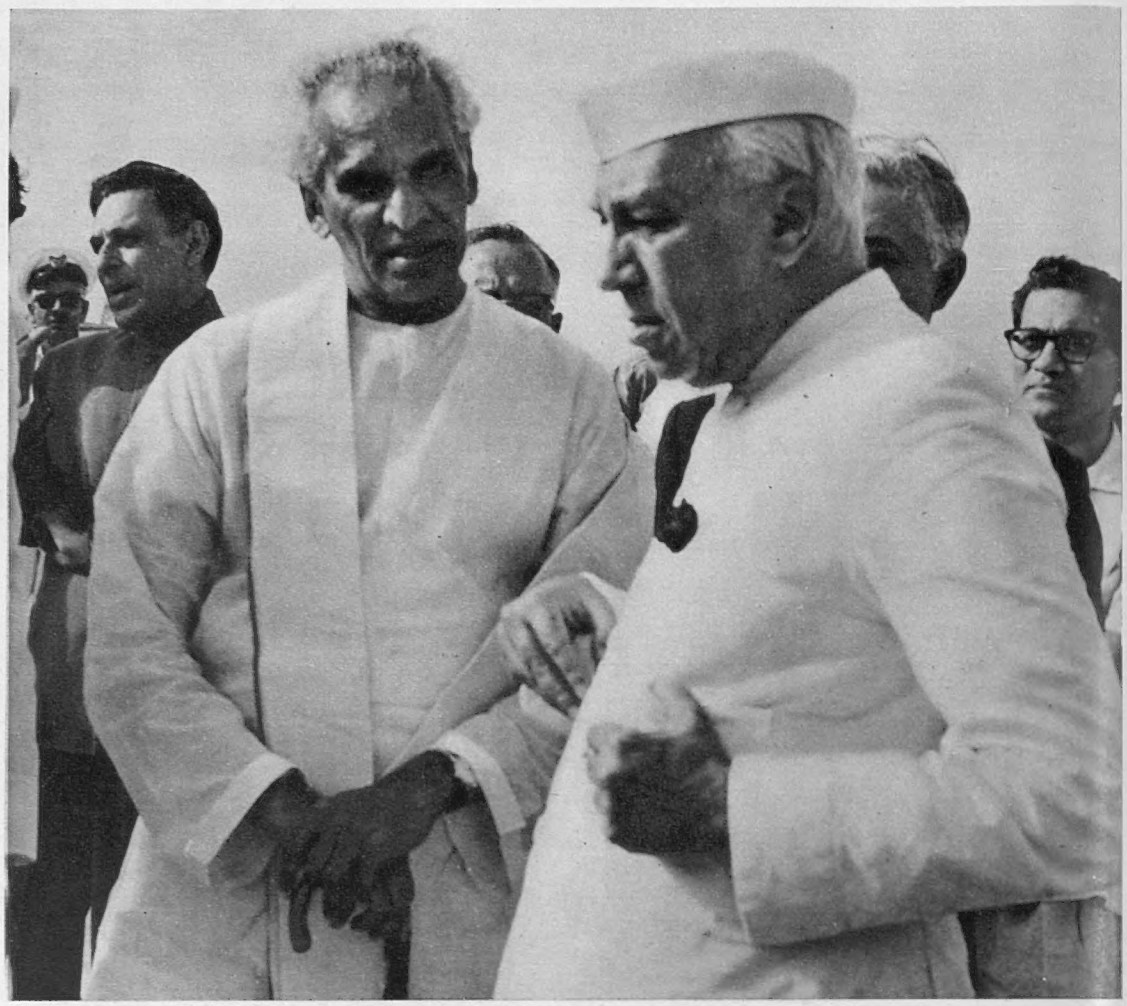
Punitive measures in U.S. ports against ships carrying arms and non-military Soviet-bloc supplies to Cuba were expected to be enforced during the week. At the weekend, U.S. appeals to her Nato allies to stop trading with Cuba had only met with limited success. Meanwhile, an anti-Castro exile group called Alpha 66 threatened to attack and sink boats of any nationality calling at Cuban ports.

GREAT BRITAIN

The third session of Parliament since the 1959 General Election was formally ended on Thursday. The Queen will open the new session with a speech from the Throne next week. Dominating the new session will be the Government's negotiations for Britain's entry into the European Common Market. The hardening of Party attitudes over the E.E.C. will be tested in the forthcoming series of by-elections, probably to be held in the second half of November. Conservatives are defending majorities in all of them—Chippenham, South Dorset, South Northants, Central Norfolk and Glasgow Woodside.

At the beginning of this week, the serious dispute at the Ford Motor Company at **Dagenham** showed little sign of settlement. Car production had by then been stopped for several days and 7,500 workers were idle. Out of this total, 1,200 were on strike over the dismissal of a shop steward and the rest were laid off by the management because work had been stopped on assembly lines.

Dr. Jagan, the Prime Minister of British Guiana, arrived in **London** last weekend, to attend the constitutional conference on the future of his country. He said that he hoped to obtain independence for British Guiana in a few months' time.



In Delhi, Mr. Nehru listens to a report on the developments on the border from Mr. Krishna Menon

FRANCE

There were two developments last week in the French constitutional crisis. President de Gaulle, in another broadcast, threatened to resign if he did not obtain a large majority in the referendum this Sunday, October 28, to decide the process of electing future Presidents of France. His broadcast caused increased opposition, particularly in Parliament, to his proposal.

The second development was the decision of the Council of State annulling the Military Court of Justice, the purely military body without appeal set up by President de Gaulle under powers granted to him in the referendum last autumn to take all measures to end the Algerian crisis. This decision was cited as grounds for appeal from sentence of death passed by the Military Court on André Canal, an O.A.S. leader in France known as the " Black Monocle." A Government communique deplored the Council's decision.

AFRICA

In Kenya, last Sunday was celebrated as Kenyatta Day—the tenth anniversary of Mr. Kenyatta's imprisonment and the declaration of the Mau Mau emergency. A large rally was held in **Nairobi,** but a procession and firework display was cancelled. The intensive drive by police against members of the Land Freedom Army continued. Mr. Ellerton, the Acting Minister of Defence, warned that tribal tensions were a greater danger to Kenya than the Land Freedom Army, which had received more publicity than it merited.

In **Leopoldville** the proposed new federal constitution for the Congo Republic was handed by M. Adoula, the Prime Minister, to the Presidents or representatives of the twenty-one new provinces into which the Congo is being divided. A notable absentee at the ceremony was M. Tshombe, President of what the constitution describes as " South Katanga," by a division of his province into two which M. Tshombe does not accept.

In **Elisabethville,** capital of Katanga, an agreement was signed for a cease-fire between Central Government and Katangese troops in North Katanga, where there has been fighting ever since independence in 1960. (It was uncertain how far this could be implemented.) This, and other apparent concessions by M. Tshombe, were dismissed as insufficient by M. Adoula, who said that the Central Government could not tolerate any further delays in the application of the United Nations plan to reintegrate Katanga with the Congo.

The focus of African attention in the coming fortnight, however, is likely to be divided between the trial of the South African Nationalist leader, Nelson Mandela, in **Pretoria** and the crucial elections on October 30 in Northern Rhodesia.

THE NEWS IN PICTURES

MUSICAL SUPPORT FOR THE NEW REPUBLICAN REGIME IN THE YEMEN

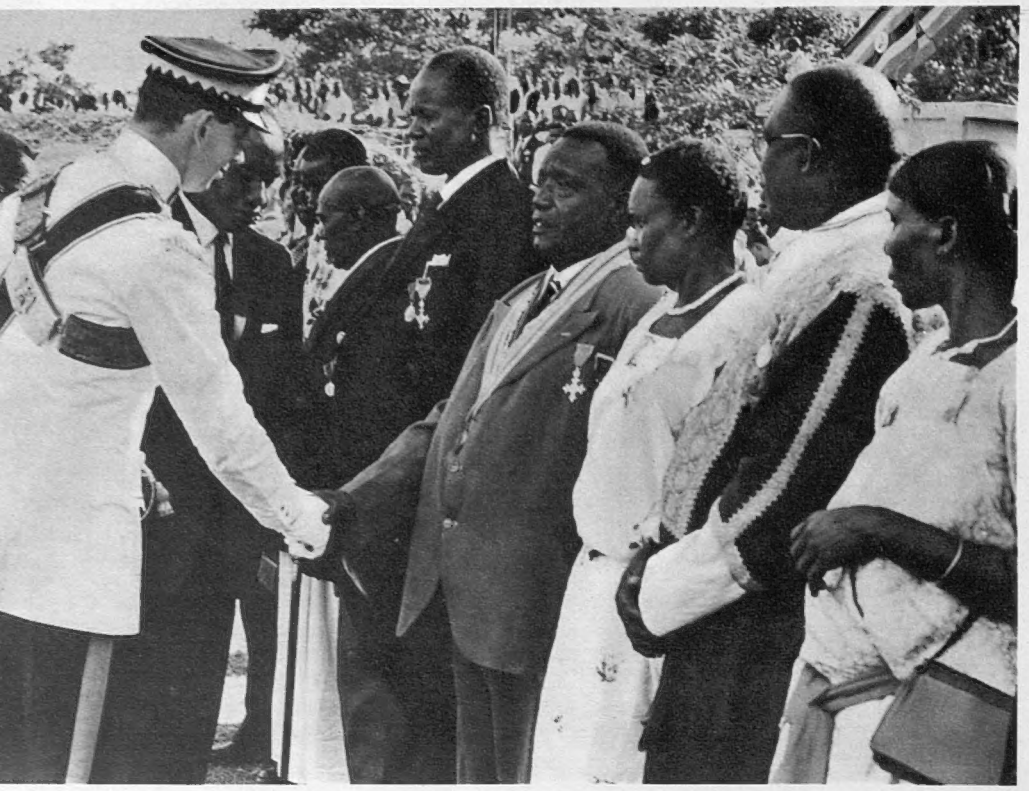
The local brass band equipped with antique Turkish musical instruments plays Republican melodies in the square outside the military headquarters in Sanaa, one of the Yemen's two capitals. According to reports, one of the most notable features of Yemen's recent revolution has been the massive popular support for the new Republican regime, and emphatic expressions of hatred for the old autocratic Imamate. Last weekend the new regime was secure, and some sources considered it likely to be recognised shortly by Britain and the U.S., in spite of opposition from Jordan and Saudi Arabia and the sheikdoms of the south. It was also being rumoured that the deposed Imam Badr was still alive; his "voice" had been heard on Radio Mecca. The impact of the Yemeni revolution in Saudi Arabia was far-reaching. Last week King Saud asked his brother, Crown Prince Faisal, to take over the responsibility for the Saudi Government

FIELD-MARSHAL LORD ALEXANDER SEES WEST GERMAN TROOPS

Field-Marshal Lord Alexander salutes as he inspects the guard of honour on his arrival in Bonn on a five-day visit to West Germany at the invitation of the Federal Government. During his stay he had talks with Dr. Adenauer, Herr Strauss, the Defence Minister, and General Foertsch, Inspector-General of the West German armed forces. Last week there was controversy over an amended official dispatch from Lord Alexander, quoted in his recently-published book of memoirs and dealing with the plan for the battle of Alam Halfa, in the Western Desert campaign. According to the War Office, Lord Alexander subsequently amended the official dispatch but forgot about this when writing his book. (Lord Alexander's Memoirs are reviewed on page 156)

MR. GOMULKA IN EAST GERMANY

Standing in an open car, the Polish Communist leader (left) and Herr Ulbricht, the German Communist Party chief, drive along the Karl Marx Allee in East Berlin. In several speeches he forecast the conclusion of a peace treaty with East Germany "in the very near future." At Leuna he said the countries of the Eastern bloc had shown great patience in their efforts to come to an arrangement with the West over Germany, on a basis satisfactory to all. Later, speaking to the Volkskammer (Lower House) in East Berlin, he declared that "our policy and that of all Socialist States is based on the principle of peaceful co-existence. The alternative could only be a fatal war of rockets and nuclear weapons"



IN INDEPENDENT UGANDA: MEETING NORTHERN CHIEFS

Above: The leading chiefs in the Northern Region of Uganda are presented to the Duke of Kent at Gulu. The Duke and Duchess were touring the area as part of their visit to Uganda for the independence celebrations. **Right:** At Mbale, in the Eastern Region, Mr. B. K. Kirya, the Minister without Portfolio in the Uganda Government, explains to the Duke and Duchess of Kent the dances they are watching. **Far right:** The Duke has a question about drumming technique for Mr. Obwangor, the Minister of Regional Administrations, during the reception at Mbale. In the latter stages of the visit, after the Duke had represented the Queen at the handing over of independence, the Duchess opened the new Mulago Hospital in Kampala, a £2,300,000 gift from Britain to Uganda. **Far right:** Two of Kenya's politicians, Mr. Mboya, Minister of Labour and General Secretary of Kanu, and Mr. Ngala, Minister for Constitutional Affairs, arrive at Nairobi Airport on their way back from the Uganda independence celebrations. Mr. Ngala is carrying what he described as a "war horn." **Bottom far right:** From left at the U.N. in New York are Mr. Apollo Kirondi, Mr. Henry Kanyike, and Mr. Emmanuel Ndawula, representatives of Uganda at the United Nations. They were listening to speeches supporting Uganda's application to become a member of the U.N. This was accepted by the Security Council, and was due to come before the General Assembly this week, when Mr. Obote, the Prime Minister of Uganda, was expected to visit New York

AT MBALE IN THE EAST

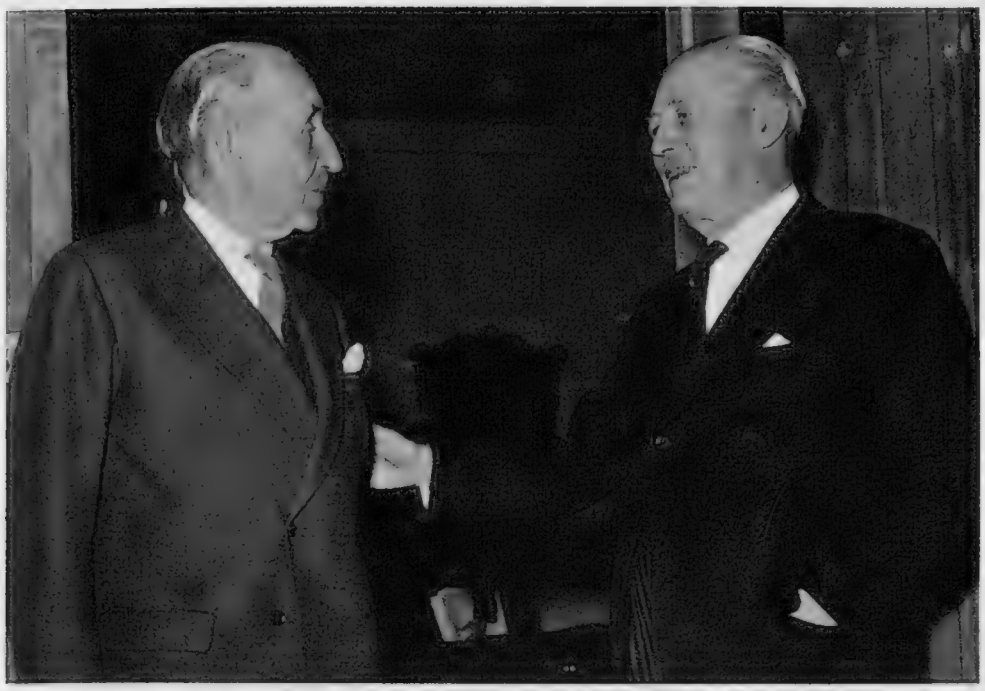
THE DRUMMERS AND THE DUKE

THE OBA OF LAGOS AND COMMONWEALTH PARLIAMENTARIANS

Mr. George Darling, Labour M.P. for Hillsborough ,(right) talks to Adele II, the Oba of Lagos, Nigeria, in the Oba's palace. Left is Mr. R. A. Njoku, Nigeria's Federal Minister for Transport and Aviation, who is the chairman of the Commonwealth Parliamentary Association. Mr. Darling was in Lagos for the coming conference of the Commonwealth Parliamentary Association during November

BACK TO KENYA

UGANDA AT THE U.N.



THE TWO UNITED KINGDOM PRIME MINISTERS IN LONDON

Mr. Macmillan says goodbye to Lord Brookeborough, the Prime Minister of Northern Ireland, after entertaining him to luncheon at Admiralty House in Whitehall. Lord Brookeborough had flown from Belfast to resume talks with Ministers in London on Northern Ireland's economic affairs. He was accompanied by four of his colleagues in the Cabinet of Northern Ireland

A HOLIDAY FOR MR. BUTLER

Mr. R. A. Butler, Britain's Deputy Prime Minister and First Secretary of State, and his wife pose for a photograph by the side of one of the carabiniere on duty outside the building of the Chamber of Deputies in Rome. They were in the Italian capital for a brief holiday after the Conservative Conference in Llandudno and before the re-assembly of Parliament in Westminster next week

THE NEWS IN PICTURES

Mr. Radulescu (wearing raincoat) Rumanian Minister of Foreign Trade, is presented with a stainless steel tray on the Firth-Vickers stand at the first-ever British Industrial Exhibition in Bucharest. Among those at the opening ceremony was Lord Kilmarnock, president of the London Chamber of Commerce

BRITISH PRODUCTS IN RUMANIA

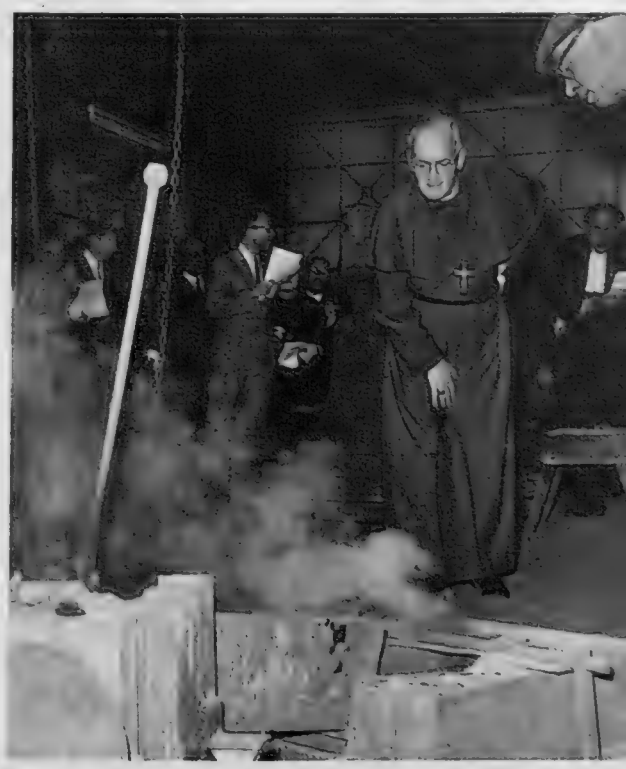
IMPORTANT TALKS IN WASHINGTON

Far right: Dr. Gerhart Schroeder, the West German Foreign Minister, confers in Washington with Mr. Robert Macnamara, the United States Secretary of Defence. This was one of the many discussions Dr. Schroeder had last week with various members of the U.S. Cabinet, with particular reference to meeting a new Berlin crisis. He was preparing the way for the Kennedy-Adenauer talks early next month and, it was widely believed, assessing the possibility of a Kennedy - Khrushchev meeting later in the month

Dr. Ramsey walks in procession to the Cathedral of St. John the Divine in New York before preaching there. He is in the United States on a three-week visit. Among his engagements soon after his arrival was attendance at Columbia University to receive the honorary degree of Doctor of Sacred Theology. In conferring it, Dr. Kirk, the President of the University, praised the Archbishop for his search for unity in Christendom

THE ARCHBISHOP OF CANTERBURY IN NEW YORK

Far right: Bishop Bayne, the Executive Officer of the Anglican Church, watches as molten metal is poured into a mould at the Whitechapel Bell Foundry in London. The bell was the first of a peal of ten being cast for the Cathedral in Washington. Dr. Bayne, who is an American, held a short service to bless the making of the bells



BRITISH BELLS FOR THE U.S.

King Olav of Norway, accompanied by the Duke of Edinburgh, inspects the guard of honour on arrival at Holyroodhouse, where he was the guest of the Queen. **Below:** The Queen, King Olav and the Duke of Edinburgh at the Lyceum Theatre for the gala performance of *Rob Roy*

NORWEGIAN VISITOR

In the robes of the Order of the Thistle. **Right:** Provost James Lawson of Queensferry welcomes the Norwegian King. **Below:** The procession down the Royal Mile

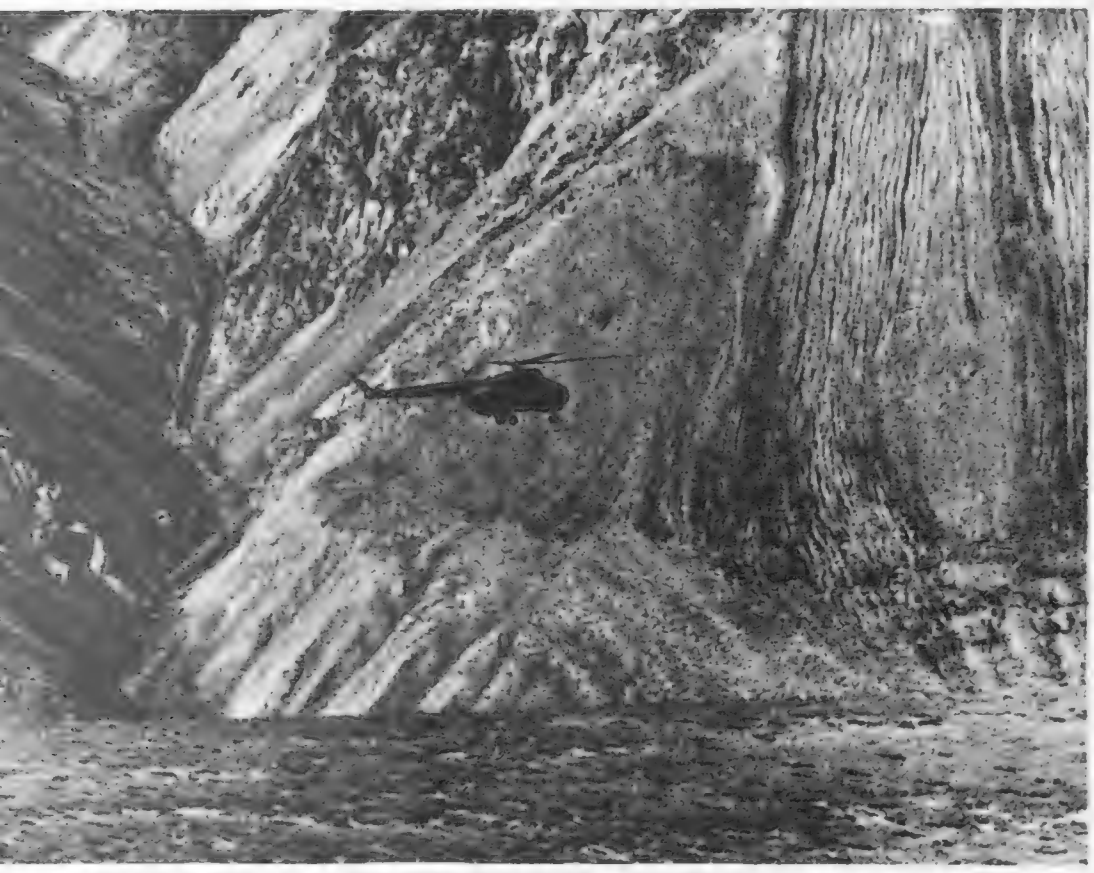
JOHN CONNELL

CLASH OF PHILOSOPHIES IN ASIA

Two-and-a-half years ago, in March 1960, having lately been elected a member of the Royal Central Asian Society, I delivered a lecture, under this august institution's auspices, and entitled " The India-China Frontier Dispute "; the quarrel had then been active for just a year. Its origins, of course, go back much further. I admit that I judge it through Western eyes; but, apart from the fundamental fact that I am not an Oriental, this attitude (I suggest) is not as ignorant, as futile, or as irrelevant as might be supposed. For although the two greatest nations in Asia are, and have for more than three years been, at odds with one another, the different outlooks, the different ways of life, which have precipitated the clash are not, on either side, natively Asian.

Two social, economic and political philosophies, born and nurtured in Western Europe, have run head on into each other in the Himalayas and the Karakoram. The clash shocks and irritates both sides, not only by its violence but by the intensity and the tenacity of the feelings it has aroused; but it is fair to conclude that it was inevitable.

The Republic of India, under Nehru's leadership, is steeped in British ideas, customs, practices and disciplines. These may fade and blur as the years pass; but that is a very long process. Since 1947 we in Britain have grown forgetful about the achievement of our forebears in the Indian sub-continent. But it is worth occasionally reminding ourselves that the British way of life (I am thinking in particular of politics), though in origin completely alien to India, was taken for granted by generations of educated Indians. The British Raj was debated out of existence in accordance with Parliamentary procedure and the fundamental tenets of British political philosophy.



A helicopter flies over the Galwan Valley, on the north-west frontier of India. This is one of the areas claimed by the Chinese. The other is on the north-east frontier

Fifteen and more years later, with Mr. Nehru advancing into his seventies and ailing, this pervasive British influence is a factor of considerable significance both in Indian life and in the pattern of world politics. Talk to any Indian diplomatist or official in London, in Ottawa, in Oxford or in any other city in the world, and you are conscious that he speaks the same language as yourself, not only verbally but at much deeper levels. To Indians and usually, I think, to ourselves, this is a truism; but it has proved to be a truism with very sharp teeth.

The Chinese experience was radically different from the Indian. Between the 1930's and the 1960's whatever previous *rapprochement* there had been between China and the liberal, democratic West was wiped out, and all intellectual and spiritual ties were abruptly severed. After a century or more in which Imperial China slithered into social, political and economic chaos, the Communists conquered the country in the late 1940's, as thirty years earlier the Communists conquered Russia. And while the nation at large—if it is strictly accurate to speak of China as a nation which I doubt—is being subjected to the whole ruthless process of Communist development, its leaders are sternly convinced that they are the masters of the citadel of Marxist orthodoxy, and that the Soviet Union is perilously deviationist. And they couple their rigid adherence to Marxism, in the letter and in the spirit, with naked colonialist and expansionist aims, in no whit different from those of the Russians in respect of Central Asia and the Baltic republics.

Between 1949 and 1959 there was a long, one-sided love-affair between India and China—India the love-sick, longing, trusting, as easily seduced and gulled as any village maid in a Victorian melodrama; and China the coldly calculating, crafty and callous seducer-cum-jilter. The first hint of a break came with the Chinese conquest of Tibet. This strange honeymoon ended abruptly in 1959, when the Dalai Lama fled from Lhasa, the extent of Chinese colonisation in Tibet—and the ruthlessness—became apparent and Chinese forces made incursions into Indian territory, both in Kashmir and the North-East Frontier Agency.

The new conflict is in the latter area, and it is probably the gravest series of " incidents " seen since the summer of 1959. In both sectors the Chinese have brazenly and without warrant invaded territory that, under every valid international agreement, is unquestionably India's. Though on a small scale, this is aggression in the clearest sense. The Chinese have no case at all, their maps are impudent lies, their claims are palpably fraudulent. Let there be no doubt on this issue. It is not one in which there may be some right on either side. For political and tactical reasons the Indian Government, ever since 1959, have said that they are prepared to negotiate over the location of frontiers in the Ladakh district of Kashmir; but in international law and custom there is no need for this conciliatory attitude.

However, on the area invaded in the North-East Frontier Agency, east of Bhutan and adjoining one of the ancient trade routes out of India on to the central plateau of Tibet, where the border is the McMahon Line, agreed in 1914 between the Government of India and the Government of China and Tibet, Mr. Nehru has—quite properly—always held that there is nothing to discuss. On August 31, 1959, he stated, with the forceful lucidity of which he has always been capable, when he wants to make an issue clear, his views on border policy as a whole: " It is not possible to prevent incursions over a frontier of more than 2,000 miles, but it is possible to take some steps to repulse incursions, and to strengthen defences. While it doesn't make much difference physically to India or China whether a mile or two in the high mountains belongs to them or to us, it does matter very much if a treaty is broken or an aggressive attitude taken. When, therefore, such matters occur, we have to follow a double policy—defend our country and settle the matters by conference."

He went on then to make a careful distinction between happenings in Ladakh, where nobody has ever known with any precision where the frontier lies and incidents in the North-East Frontier Agency with its recognised and long-accepted frontier. There, he sa id the " Chinese action is a clear case of aggression . . . I am not, however, going to be bulldozed into hasty action. One restrains oneself. One tries to settle matters by discussion." I recall that, as I read these words, I thought: one does indeed, but what happens if the other party to a dispute does not regard discussion as a two-way street?

This is Mr. Nehru's plight in the present round of the conflict. He once asked, a little plaintively, whether he might not be faced with " a case of national paranoia." Chinese behaviour seems to him slightly mad, as well as arrogant and mendacious; and since he has been accustomed to deal, during all his formative years, with the sane, if somewhat supercilious British, this new experience strikes him as odd, and might be—if he were not quite fearless—frightening. What, any rational human being must ask (and Mr. Nehru is a very rational human being), are you to do with an adversary who shoves his troops several miles into your territory, juggles with maps and place names, and accuses you of " concocting clumsy lies " to disguise *your* frantic aggressive attacks on him? You must, as Mr. Nehru has done, take sensible military steps to halt the aggressor and send him back off your territory. For this purpose a sizeable force has been assembled in the high mountain region south of the McMahon Line.

A British newspaper correspondent, who managed last week to make his way up into North-Western Assam, says that this force has a hard job ahead of it, and will need more transport aircraft and more high-altitude helicopters. Whence, I wonder, will these come? For India must still, very understandably, aim at preserving its neutralism in international affairs.

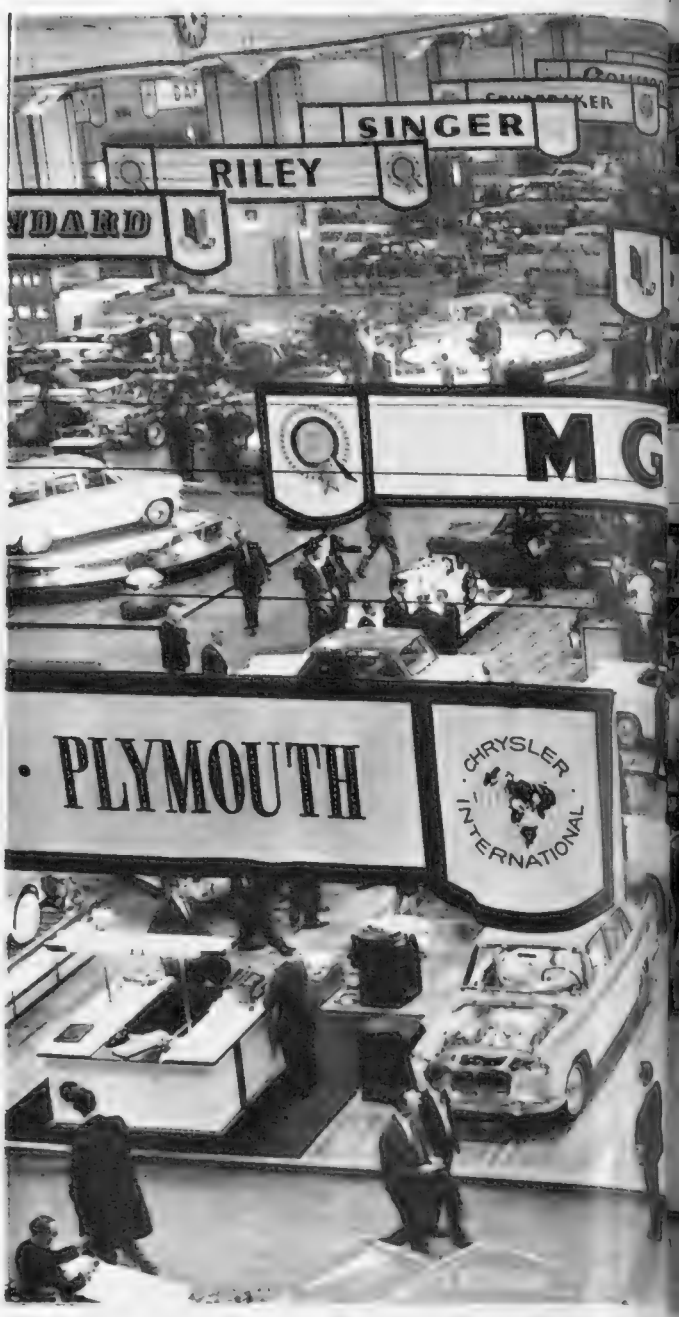
SPEEDBOATS ON THE SEINE

Competitors tear along the river at the start of the Paris six-hour race. This annual contest of thrills and spills was fought out over a three-mile course in the centre of the French capital. There were twelve British entries. Jeremy James and Jock Geddes of South Staffordshire were first in the category X touring class. At one time it seemed they would carry off the Category X racing class (the outright winners), for they were 10 seconds ahead per lap on their nearest rivals. But delays in the pits during refuelling put them out of the running for a place. The outright winners were the French pair De Biasi and Prat. Two other Britons, James Beardall and David Ashmore, from Nottingham, were third in this category. The designer and builder of both their boat and of James's and Geddes' craft was Bill Shakespeare of Tewkesbury

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

A view of the Knightsbridge end of the new Hyde Park Corner underpass, showing traffic building up on the westbound lane. The Hyde Park Corner and Marble Arch improvement scheme, in which the underpass is the principal feature, was officially opened last week by The Duke of Wellington in the company of Mr. Marples, Minister of Transport. It took two-and-a-half years to construct and cost £5,000,000



A general view of Earls Court just before the start of the 1962 Moto

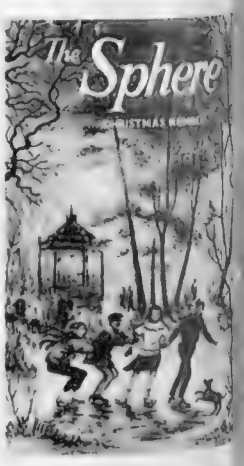
PAGEANTRY. Peter Simple of the *Daily Telegraph*, whose commentaries are often my cup of tea, lately preached a mild sermon to Mr. Philip Toynbee, reporting him as having said: " From dukes to the Yeomen of the Guard, there is something grossly self-conscious about our famous pageantry, Dimbleby's coronation is disgusting as well as funny. . . ." Peter Simple replied to that sentence that inveighing against our pageantry is becoming increasingly common (which I doubt) and points out that we are not the only monarchy or nation which continues to preserve these relics of the past (at The Hague, for example, Parliament is opened with the same sort of pageantry). Such pageantry is but a symbol (he said) of a country's continuous history and, if they attract tourists in a commercial way, there is no harm in that. These shows are still national symbols. Of course, some of them have their comic aspect. The Garter procession has its pathetic and rather funny side and certainly when coronations have occurred in times of mortal danger to our nation, we have, by our total concentration for months on end on its pageantry, greatly encouraged our enemies to assume that we were a " piece of cake " for gobbling up, totally given up to bread and circuses. But there is something in Mr. Toynbee's criticism. There *is* moderation in all things. Worship of our Royal Family is exploited, perhaps commercially, so as to suggest that it is the only religion we still possess. If I read aright the Queen's character, while she is intensely loyal to our grand old traditions, she is by no means a sentimentalist in her attitude to her children or her pets and other aspects of her private and family life, and I should judge that Prince Philip is no lover of pageantry or the religious sentimentalising of the Royal Family from its head to its extremities.

THE SWORD AND THE PEN. That " the pen is mightier than the sword " is one of those saws invented no doubt by men of the pen. But men of the sword have often, and now almost automatically, adopted it and hardly a single leading generalissimo of our world wars has resisted the temptation to justify his military actions in print. If the sword must be beaten into a pen, I have often felt that the pen should be wielded by the hand which brandished the sword and *that hand alone*. Then, at least, the resulting book, if rough-hewn, is usually direct and genuine. But too often it is the combined effort of several coadjutors and uncomfortably mixes a brew of politics and personalities with the avowed purpose of recording battle and strategy. Most people would agree that our greatest soldiers had been wiser to have kept out of politics, notorious mud-slingers which only life-long politicians are fully equipped to dodge. Serving soldiers usually fear and distrust politicians, but only a very few high commanders, when their fighting days are done, can resist the mud-slinging, a form of gutter-fighting for which their military training and regimental codes of honour do little enough to equip them. I regret that even the most successful, the wisest, most suave and kindly of our world war leaders has found it necessary, late in the day, to beat a brilliant sword into a pen. For however valuable his contribution to historical truth, it is bound to arouse bitterness in some quarter or other. For a soldier's deeds may justify his career. Words never will. Military appreciations and dispatches, though written in the heat of battle, are better left unedited. *As written*, all allowances are made for them. *Edited or revised*, they almost always evoke criticism. Alterations are seldom for the better.

ORGANISED LEISURE. In France a bureau is to be set up on an international basis to thrash out a Charter of Leisure. The peoples of this earth of ours, as a result of automation and other scientific aids, will soon enough have much more free time than at present they enjoy (unless they steal it unconstitutionally); and the world's workers must without delay be made aware of existing facilities for leisure activities. This the bureau will try to do, with headquarters in Paris. So far,

CHRISTMAS GREETINGS

Skating, one of the traditional delights of winter, provides the theme for William McLaren's cover for this year's *Sphere* Christmas Number, to be published on November 9. In full colour inside the issue is a splendid range of subjects—from travelling circuses and a Montague Dawson seascape, to fifteenth-century French miniatures, and a colour photograph inside Marlborough House, the Commonwealth centre in London. There are also various illustrated articles in black and white.



There is still time to order for yourself and your friends overseas to make sure of getting a copy in time for Christmas. A greeting card is included with every Christmas Number dispatched on your behalf. Order now from your newsagent or direct from The Publisher, " The Sphere," 13-15, John Adam Street, London, W.C.2. The Sphere Christmas Number, including postage to any part of the world, costs 5s. 8d.

w. It opened last week and closes on October 27. The Show was expected to attract more than 500,000 visitors

Britain has not joined the party. Money of course will be needed for research, but though the bureau would welcome subsidies from governments, it has no desire for government control, which in France has already proved unfruitful. I doubt if the money question would be a difficulty in the early stages of research. The recreational industries can be expected to fork out generously in the expectation of long-term gains for the products they today supply for the workers' shorter hours of leisure—transistors, pools, bingo and many another device. Of course, these backers might be disappointed, if the bureau turned too serious and began to toy with ideas about bird-watching, home crafts, nature study and classical literature. But the bureau is unlikely (for some time to come) to explore these menacing avenues, at any rate until they have global and solid backing behind them. We must learn to walk before we can run and learn to fill such hours of leisure that we may gain, without intolerable boredom before we can learn to fill them profitably and usefully. Otherwise the bureau may create a global demand for longer hours of work and later retirement. For a few years more, my slogan will be: " Hands off my leisure." No one is going to organise my games.

I WAS A CAMERA. Those who visited the Kodak Exhibition of Victorian Book Illustration in Albemarle Street no doubt studied Mrs. Cameron's illustrations of Tennyson's *Idylls*—to admire or ridicule. Julia Pattle, wife of Charles Cameron, was a pioneer of the camera. A clever, versatile, frank and forceful woman, a minor poet and noted conversationalist, she was born a week before Waterloo and died in 1879. Latterly she lived at " Dimbola," Freshwater Bay, a friend and neighbour of Tennyson, and she dealt high-handedly with him and many of his great Victorian contemporaries, including Carlyle and Wordsworth and Herschel. She certainly immortalised many of them through her unproved medium of the camera, and if her subjects sometimes groaned and sought to escape from her, they all acknowledged her qualities of heart and artistry. She took to photography late in life and soon excelled all competitors. Those who live in the New Forest area need travel no farther than Brockenhurst to study her art. She is amply represented in the station precincts.

MOYLE'S COURT. Moyle's Court, between the Avon and the New Forest highlands, will soon be offered at auction if no buyer intervenes. It is owned by Lord Normanton and has had many tenants since Dame Alice Lisle inherited it from her father, Sir White Beckenshaw, in the 1660's. Twenty years later, she, the widow of one of Cromwell's " peers," was tried at Winchester for harbouring knowingly refugees from Monmouth's rebellion, notably a dissenting minister named Hicks. The trial was a mockery of justice. No evidence was forthcoming that she knew Hicks was involved in the rebellion. The jury at Winchester was unwilling to convict her and only Jeffreys' brutality secured a verdict. He sentenced her to be burned. James II rejected her plea for postponement, but altered her death sentence to beheading. She was beheaded forthwith in the market-place at Winchester and is buried in Ellingham Church. The trial was soon accepted as a judicial murder and the property was restored to her daughters. A pleasant house, little altered until the present century when it was perhaps too " perfectly " restored, it has charming outbuildings, and the foundations of its old chapel remain. A still peaceful manorhouse, it nestles on a by-road, watered by a pleasant stream, just below the New Forest highlands, which might well be mistaken for Perthshire.

THE STATELY HOMES STILL GOING STRONG. The half-crowns flowed in even more abundantly to the stately homes open to the public this year, and it isn't only the gate-money. Each visitor may average 4s. extra spending in souvenirs and roundabouts. Most of these great houses have now closed the tourist season, but some of the leading money-winners stay open all the year round. Woburn and Beaulieu Abbeys (both of these are variety shows) still preponderantly head the list of takings. Chatsworth and Harewood raised the entrance fee to 3s. 6d. Harewood lost a little favour, but no figures are available to indicate whether the extra shilling charged at either of them resulted in financial loss or gain. One or two more plan to raise their entrance fees next year. Berkeley Castle steadily gains in favour and, after re-reading *Mary Cole, Countess of Berkeley*, I am not surprised at that. The old castle positively bristles with the romance of history and family history. The last of the many titles once held by the family now belongs to a woman. The owner of the castle and remaining estate is not a peer and I believe he traced his claim to ownership back to a fifteenth-century ancestor. Mary Cole, the butcher's daughter, and her extraordinary life story, is all the publicity which Berkeley Castle needs.

THE OLD STAGER

A locomotive crashes into a barricade set up by train robbers in the episode dealing with the building of the transcontinental railroad

The canal boat *Flying Arrow* takes pioneers down the Erie Canal

The Prescott family (Agnes Moorhead, Debbie Reynolds, Kimm Charney and Carroll Baker, with Karl Malden at the stern) take their home-made raft down the Ohio

ENTERTAINMENT

HOW THE WEST WAS WON

at the London Casino from November 1

The first fictional feature in Cinerama is the history of three generations of a settler family in the U.S.A. It covers all the familiar Western themes—the riverboats, the wagon train, Cavalry *v.* Indians, building the railroad, and the final establishment of law and order. The episodes are directed by Henry Hathaway, John Ford and George Marshall. A Metro-Goldwyn-Mayer-Cinerama film.

Yankee soldiers in dark blue uniforms advance, with bayonets fixed, in open ground during the Battle of Shiloh; from the U.S. Civil War sequence directed by John Ford

Stampeded by Indians in revenge for being double-crossed by the railroad construction boss, buffalo wreak havoc on the railway workers' camp

A settlers' wagon train bound for California is attacked by Indians

BRIAN VESEY-FITZGERALD

WHEN AUTUMN IS EARLY

Hereabouts it has been a strange year. We had virtually no spring. That is to say, spring was so late, the north or north-easterly winds so persistent, that when it came it was already summer. Or rather, it should have been: but then, we had virtually no summer. I should think that one could have counted the sun-bathing days, the days of real warmth, little or no breeze, and a cloudless sky, on the fingers of one hand. And yet, travelling about the country, I do not think I have ever seen the roses in finer bloom or greater profusion. A strange year; and perhaps the strangest part of it all has been this autumn.

Spring was late, summer almost non-existent, autumn early. I do not know the exact date, if there is one, on which autumn is supposed to begin. Man-made dates in relation to nature are very unreliable, as this year has proved to the full. But I have always thought of autumn as beginning in the week that sees the end of the harvest moon. It is about then that, even in those soft, fertile hollows in which summer lingers beyond the time of her passing, there are signs of the decay that is the herald of winter. The heavier dews or frosts that come with the lengthening nights make the withered leaf-stems easier prey for the sun or wind of the morning. And in the morning on grass, silvered with dew, you can see the work of earthworms curling up the dead leaves into little cylinders and drawing them down into the soil from which they sprang and to which they must return.

Of course, for the observant, there are signs a-plenty each year long before the week that sees the end of the harvest moon—spoilt form and colour in the hedgerows, for example. This year there were, surely, signs a-plenty even for the unobservant. But not the signs that you would expect. Mushrooms, for instance: it is in September, and usually about the middle of the month, that the children around here go mushrooming. (Incidentally, how few fruits or flowers will permit you to make a verb out of their names!) This year they were doing it before the end of August. And the beechmast, which should fall in October, was falling in September. Heaven alone knows why: one would think that it had had little enough encouragement.

And what a year for berries! At least, around here. The rowans were in full fruit very much earlier than usual (in a year when one would have expected them to be a little late). So early that the birds were taken by surprise and actually left them for a day or two before stripping the trees. There is an old saying, and one that is absolutely true, that a particularly fine may-blossom season will bring in its train a particularly fine berry harvest. This spring the may was certainly no more than average—if that; for I cannot really recall it, which I think must mean that it was really a little below average. It was certainly late. One would expect the berries to be a little late, too, and not so plentiful after what was a poor summer. In fact, they were a little earlier than usual and the crop is certainly well up to average.

Similarly, it was not a particularly good blackthorn year, but there are plenty of sloes about. If I had been asked in June or July what sort of berry harvest we were going to have, I should have said without hesitation that it was going to be a poor, even a bad one. Neither June nor July was what could be called a good ripening month. In fact, against all the odds, it is a pretty good one. All the berries one would expect to see are to be seen, and most of them in plenty. The hips are good, and it is going to be a good year for holly: there are some wonderfully fat clusters. Red bryony is everywhere, ranging from pale lemon to deep claret; there is plenty of black bryony; and everywhere the nightshade grows are the nightshade berries, the deepest, grandest red of all the countryside. Only the spindle seems to have behaved as one would expect after so late a spring, so poor a summer. Elsewhere it may well be different: around here, except for an occasional tree, the crop is poor. On the other hand, the dogwood has really gone to town. It is years since I have seen such large, fat, clusters of black drupes. What a pity it is that the fruit, so tempting to sight, is so bitter to taste!

Yes, a strange year. But this is the beauty of England, that it is so unpredictable. And, perhaps, that is just as well. For it is an old saying that a good berry harvest means a hard winter to come. And the old men around here are already predicting one. For all I know, we may be going to have one, too. I would be the last man to ignore the local weather prophets. Experience has taught me to respect them. But, if we do, I do not think that the berries should be blamed.

The idea, of course, is that the berries provide food for the birds in winter: the more berries the more food and, therefore, the harder the winter. But, in fact, though all the berries are evident at the same time, they are not taken by the birds at the same time, for they are not all equally attractive. Excluding the rowan, the hawthorn berries are the first to be taken and usually they have all gone, as many wasted as eaten, long before the hard weather comes.

It is a different matter with the hips, however. Birds seem to prefer hips next after hawthorn berries, but though the hips are scarlet in the hedgerows at the same time as the hawthorn berries, they are then as hard as rocks. Unlike the hawthorn berries, which all seem to ripen at once, they ripen almost a bush at a time, and so a supply of food in a good berry year is maintained throughout the winter. Holly berries are soft enough to be eaten at all times, but birds will never take holly berries while hawthorn berries are to be found, and will always choose hips in preference when all the hawthorn berries have gone. For the holly berry, though conspicuous, is not at all tasty and is taken only as a last resort. And this, of course, is why after a good berry year there are always plenty of holly berries and after a poor berry year but few.

No, a good berry year bears, I am sure, little, if any, relation to a hard winter. All the same, I am going to get my winter woollies out good and early, for though I set little store by berries or birds I have considerable faith in " Farmer Giles."

Sea birds seek their food on an autumn day— thousands of gulls flock round a boat of the Brixham fishing fleet returning to the port in Devon

The new Kai Tak Airport terminal in Hong Kong with a B.O.A.C. airliner on the runway. Lion Rock is in the background

HONG KONG—"MART OF TRADE"

By **SIR ALEXANDER GRANTHAM, G.C.M.G.,** *Chairman of the Hong Kong Association. Specially-commissioned drawings by* **JOHN FINNIE, M.S.I.A.**

Looking inland from the control tower of the new Kai Tak terminal building which will be in use next month

How to start describing Hong Kong? In the beginning a harbour . . . seventeen square miles of almost land-locked anchorage, protected in winter against the persistent north-east monsoon by the hills of Kowloon and against the summer south-west monsoon by the high hump of Lantau and Hong Kong Island itself.

A " noble harbour," wrote Captain Charles Elliot enthusiastically, in 1841, reporting to the Government in London the arrangements he was making for the cession of the island (and its harbour) to the British Crown. But he was almost alone in his prophetic vision.

A " bad bargain," said the critics at home. " The site . . . is most objectionable, there being scarce enough level ground for the requisite buildings," thundered *The Times*. Neighbouring Macao sneered at the idea of a settlement lacking everything but " abundant supplies of granite and cold water." Even Commissioner Keshen, dealing with Elliot on behalf of the Chinese Government in far-away Pekin, thought the " barren rock " no great loss to the Imperial Manchu Throne. Lord Palmerston was chilly: " It seems obvious that Hong Kong will not be the mart of trade," he told his unfortunate negotiator. Queen Victoria acknowledged that Albert was amused.

It was perhaps as well for the future of Hong Kong that the communications of 1841 were not those of the 1960's. When Elliot wrote home he could rely on an interval

(*Continued on following pages*)

HONG KONG— "MART OF TRADE"

(*Continued from previous page*)

of at least nine months before he received a reply to his carefully penned dispatches. Suppose, however, Elliot had been inundated with official telegrams, each one sterner in tone than that which immediately preceded it. Or suppose that an emissary of the Foreign Office—perhaps even Palmerston himself—had been able to board a B.O.A.C. jet-liner at London Airport and fly out to see for himself what this idiot Elliot was up to. What then? Is it too much to conjecture that Hong Kong would almost certainly *not* have become the mart of trade but would have remained just another of these intriguing, desolate little hummocks dotting the coast of the South China Seas?

These innocent speculations are inspired by the fact that, at the beginning of next month, my old friend and former colleague, Sir Robert Black, Governor of Hong Kong, will formally open the fine new passenger terminal at Kai Tak—thus setting the seal on a remarkable project which has complemented Hong Kong's magnificent deep-water anchorage with one of the best-equipped and busiest airports in the Far East. Combatting all the difficulties presented by nature, Hong Kong has solved the problem of building a modern international airport in a unique (but typically Hong Kong) fashion—by lopping tops of hills and dumping the proceeds in the sea to create an artificial promontory for a runway has been laid.

The really astonishing thing about modern Hong Kong is that it is almost entirely a post-war phenomenon. The Colony was founded as an entrepôt centre for trade with China and the Far East generally. But for the first century of its existence, Hong Kong's progress, although solid and rewarding enough for those engaged in its commerce, was unspectacular. It grew in size; the tip of the Kowloon peninsula was ceded to the Crown in 1860, the so-called New Territories, which include land north of Kowloon and more than 200 islands, were leased from China for ninety-nine years in 1898. Even today, however, the total land area remains at less than 400 square miles, of which more than 80 per cent. is practically unusable. It grew, too, in population; the few poor fishermen, stone-cutters and pirates who formed the original inhabitants were rapidly outnumbered by the foreign merchants who set up business in the new "free port" and by the tens of thousands of industrious Chinese, drawn by the magnet of profitable trade. Yet, when a census was taken in 1931, ninety years after the Colony's foundation, the entire population numbered only some 850,000.

Hong Kong's centenary passed unnoticed and uncelebrated—disregarded in the approaching tide of war. When it fell to the Japanese on Christmas Day, 1941, Hong Kong was a pleasant enough small British Colonial territory, unremarkable for anything very much except its harbour and the trade which centred round it. Its industry, except for shipbuilding and repairing, was negligible. Its life was comparatively leisured; its buildings, rarely exceeding four-storey in height, were characteristically "Oriental Colonial" in style.

So—more or less—its inhabitants found it when, released from internment camp or from action overseas, they returned at the war's end. There were gaps among the buildings as a result of bombing; the fine houses on the Peak stood roofless and looted; the wharves and docks were smashed, only one crane being fit for operation; the harbour was strewn with sunken ships.

Hong Kong's people set to work to repair the damage and to restore "business as usual" with all possible speed. Whatever other post-war shortages there might be, there was no lack of hands for the work. During the Japanese occupation the population had fallen to just over 500,000. Within the first year of peace 1,000,000 Chinese entered Hong Kong. Many were pre-war residents returning home; the rest were people trying to escape unsettled conditions in South China. More and more came in with every passing year. Then, when the Communists gained control of China in 1949, a great new influx began. By 1950 the population was 2,360,000.

The Colony was just accustoming itself to the new regime in China, when another—and at first sight seemingly disastrous—catastrophe occurred. War broke out in Korea and, through the United Nations and United States embargoes on trade with China and China's own new policy of trading, Hong Kong found she had lost her biggest customer.

Undaunted, Hong Kong's people turned to the expansion and development of existing small-scale light industry, and with such success that today the Colony largely lives by her manufactures. Industry now directly employs some 300,000 people and represents 50 per cent. of Hong Kong's livelihood. It receives no artificial aids such as export subsidies. The once paramount entrepôt business has shrunk

The view from the Peak of Victoria Harbour, with Kowloon beyond, shows some of the many new buildings on the island and

e mainland. In the background are the hills of the New Territories and at left is Stone Cutters' Island. The name Hong Kong means "Fragrant Harbour" or "Incense Harbour"

to a mere 7½ per cent. of Hong Kong's earnings, the remainder being derived from banking, shipping, international insurance and similar invisibles (20 per cent.), a booming tourist industry (12½ per cent.) and fishing and agriculture (10 per cent.).

Meanwhile the Colony's population has continued to increase by leaps and bounds. At the end of 1961 it stood at over 3,250,000 and was increasing steadily through both natural increase (now at a rate of 100,000 a year) and the persistent arrival of newcomers from China. To house these people the Hong Kong Government has had to embark on a vast building and resettlement programme and is now itself direct landlord to some 500,000 people.

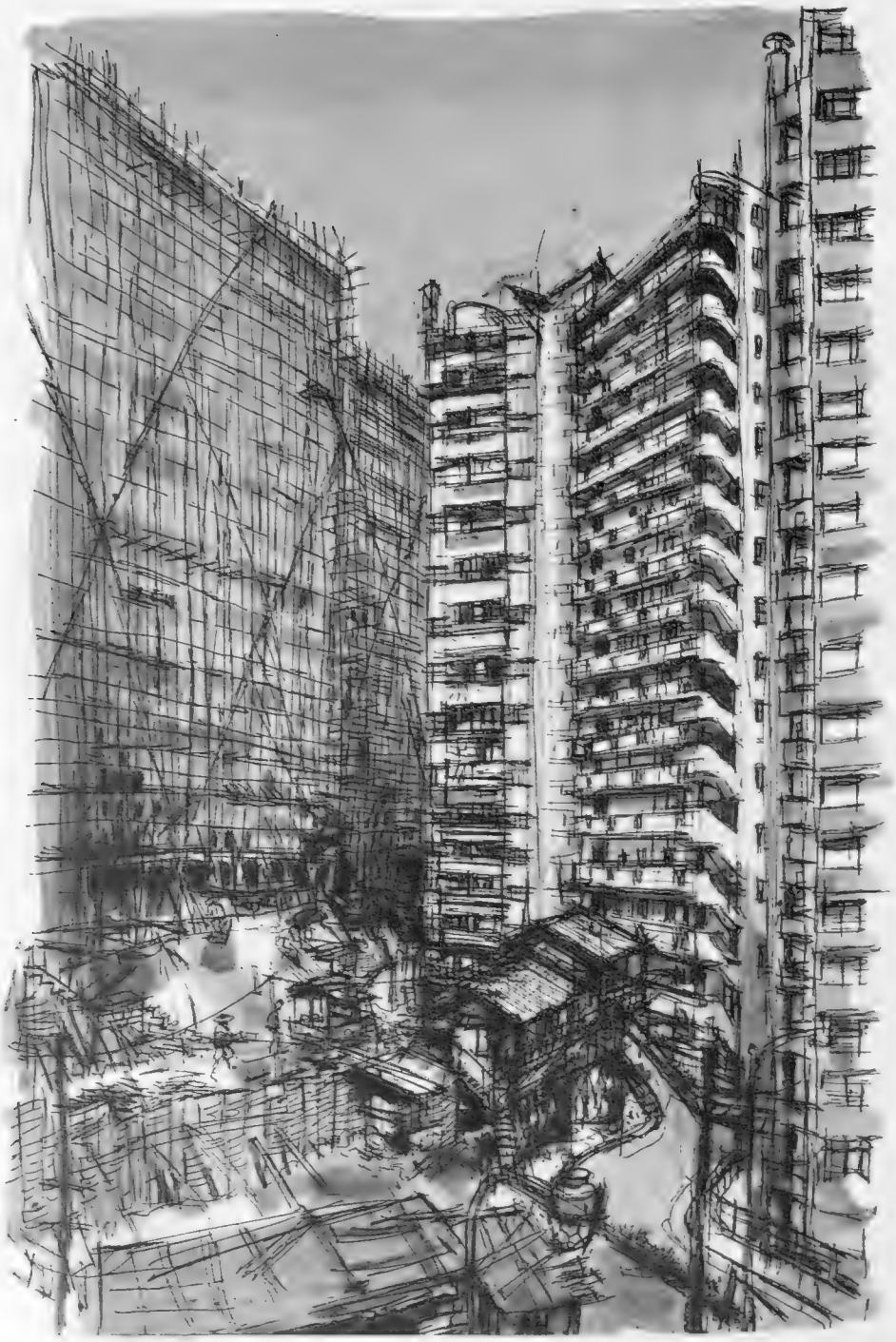
A British Trade Mission, sponsored jointly by the London and Birmingham Chambers of Commerce, which visited Hong Kong earlier this year, wrote in a report published last month: ". . . Hong Kong has little in its natural resources to account for its amazing post-war development. Its achievements have been made in the face of adversity and difficulties which would have daunted many large nations and they have sprung from the faith of the Colony in unfettered free enterprise, the spirit and determination of its people, and the realism and efficiency of its Government and administration.

"It has not asked for outside economic assistance, and yet has managed to balance its budget in spite of enormous programmes of housing, water supply, school and hospital building and other public projects to repair the ravages of war and to cope with a staggering increase in population. At the same time its taxation rates have been kept low, it has maintained its free port facilities, and has continued a financial stronghold with a minimum of control on the free transfer of funds through

(*Further drawings on following pages—article continued on page 153*)

A dam in the course of construction for the gigantic water reservoir project at Shek Pik, on Lantau Island. In foreground is the bellmouth spillway to draw off surplus water

In left foreground is the Hong Kong Club. On right, across the square, the old colonial style building is the Supreme Court. In background the new American Hotel is being constructed



So Uk housing estate, nearing completion, will contain 5,333 flats for a population of over 33,000 people

This estate at Wong Tai Sin houses some of the 480,000 refugees resettled by the Hong Kong Government

The Queen Elizabeth Hospital in Kowloon should be completed in the middle of next year. This modern general hospital will be the largest of its kind in the Commonwealth

HONG KONG—"MART OF TRADE"

(*Article continued from page 149*)

Patients in an already opened clinic at the Queen Elizabeth Hospital

its banking system. Its role as the great entrepôt depot of the Far East has now been augmented by its becoming an important industrial workshop, and its skyscrapers have heralded its participation in the jet age."

For Hong Kong, 1962 is another year of crisis. Her success in manufacturing—particularly in the field of textiles—caused concern to the cotton industries of Lancashire and America and, under pressure from those industries, Hong Kong manufacturers and exporters have already had to exercise restraint in the level of shipments to both Britain and the U.S.A. Now the possible consequences of Britain's entry into the Common Market loom like an ugly question-mark.

Of Hong Kong's exports of £184,000,000 in 1961, £37,000,000, or 20 per cent., went to Britain almost wholly on a duty free basis; £12,500,000, or 7 per cent., went to other Commonwealth countries on a preferential tariff basis. £9,000,000, or 4½ per cent., went to the Common Market countries. Hong Kong in that year, as in the past, had an unfavourable balance of trade with Britain and all Common Market countries. For, against exports of £37,000,000 to Britain, Hong Kong imported £47,300,000 worth of British goods, and against £9,000,000 worth of local products sold to the "Six," she bought no less than £34,400,000 from its member countries!

The abandonment of Commonwealth Preference—which in effect gives Hong Kong in Britain the equivalent of a domestic market—or any acceptance by Britain of the obligation to impose a Common Market tariff on Hong Kong goods while permitting free entry to European goods in competition with its manufacturers could have the most serious repercussions on Hong Kong's livelihood.

For Hong Kong—"mart of trade"—must export or die. Her instinct for survival is, however, strong and, both through the discussions now in progress in London and Brussels and the ability of her businessmen to adapt and improvise, there is hope that solutions may be found whereby Hong Kong will not be excluded from Europe with all the consequent economic and political ills which could thereby result.

TRAVEL

MIDGET ELYSIUM

By **GORDON COOPER**

It was some years ago that I paid my first visit to the principality of Liechtenstein. When I arrived from Buchs Railway Station in nearby Switzerland by post bus two things impressed me at once. One was the majestic yet fairy-like castle, towering 300 ft. on a steep rock right above my head, dominating the scene from whatever direction one approached it. The other, quite different, for it was merely a feeling, was a strange, rather haunting nostalgia, which it took me a little time to comprehend.

Suddenly, it all came back to me. I seemed to be in a land of yesterday—a land where everyone was obviously friendly, cheerful and content. It was so clearly seen in the smiling faces of all the natives, and so well expressed in that wonderful password "*Grüss Gott*" which greeted me from every passer-by. Within a few minutes of my coming to this happy land, that kindly appraisal meant that it was impossible for me to remain a stranger.

Since my first trip, I have returned to Liechtenstein several times, for I love the place. It is an independent state of 61 square miles squeezed in between Switzerland and Austria, and affiliated since the First World War with the Swiss Customs Union. For money it uses Swiss currency, but it has its own postage stamps, its own Prince and Princess and its own distinct identity. It is, of course, one of the political curiosities of Europe and yet it has surprisingly escaped to a large extent the glare of publicity. It is true, however, that Vaduz during the summer sees coachloads of day excursionists from Switzerland, but they seem quite content to visit the remarkable "Quick" Tourist Office (a curio store), to drink the local Vaduzer wine, to sing and to dance the "Liechtenstein polka" in the inn gardens, leaving the countryside open to the carefree traveller.

In this midget elysium the only villages of importance, apart from Vaduz, are Schaan and Triesenberg. But the only place of sightseeing appeal is the capital. The castle is not generally open to the public, but the Vaduz Art Gallery can be visited, and it houses the largest private art collection in Europe, owned by the reigning Prince, including masterpieces of the Dutch School. There is also in the same building the sumptuous "gold coach" used by Prince Joseph Wenzel of Liechtenstein as Austrian Ambassador to France for his solemn entry into Paris in 1738.

Mention must also be made of the Post Museum with its exhibition of postage stamps. Stamps, incidentally, contribute to the economy of the principality; other exports include the world's smallest adding machine (it fits easily into one's pocket), tinted sun-glasses, artificial dentures (sold to all parts of the world), optical instruments, electrical tools, screws, sewing-machine needles, chocolates and foodstuffs. At Nendeln, too, there is a most attractive ceramic workshop which well merits a visit.

Although Vaduz has now lost most of its exiled aristocrats and other colourful refugees who swarmed there after the war, giving it an atmosphere of Ruritania, there are ten princes who are linked with the ruling house. On a conducted tour you might find one of them acting as your guide. Fortunately remaining is their one-time haunt, the Restaurant Real, where the cuisine is outstanding. I miss, however, the courtly manners and traditions of its former patrons, delving perhaps into their meagre purses to pay for a glass of wine, recalling that almost forgotten world of pre-1914 Vienna.

There are several small holiday resorts lying outside Vaduz, where it is tempting to stay. Most of them lie on the side of the mile-high mountain chain which runs the whole length of the principality and forms the boundary with Austria. A branch road from the only pass leads to the tiny resort of Gaflei, a perfect climax to explorations in the Liechtenstein Alps. On the green lawn of its Kurhaus, a mile above the sea and nearly three-quarters of a mile above the Rhine far below, one can rest peacefully and marvel at the drama of nature.

There is a sudden sag in the mighty ridge and at this point a short tunnel takes one, also the cows to their summer pasturage, into a most delectable valley. You can take the bus from Vaduz, or, if you have the legs and lungs for it, walk up and over the pass to this lost hinterland, the Saminatal. The great cliffs surrounding the tunnel exit reminded me of the immense walls of rock at the Cirque de Gavarnie in the French Pyrenees.

If lost valleys appeal to you, then Malbun is definitely your destination. There is good hotel accommodation there as well as at Steg. The air in the valley is superb, and the only noise in the profound stillness is the music of running water and the tinkling of cow-bells.

A profusion of flowers carpet the meadows, and there are shy, but friendly wild stags, chamois and marmots. For a modest sum you can have this happiness. It costs you nothing to climb some of the surrounding mountains; or to join the few workers at the local cheese factory, tucked away in a fold of the mountainside, when they proceed at dusk to a nearby cross, set on a commanding hillock, to offer up a prayer of thanksgiving to God. I often look back on the view from my bedroom window, down the valley—a cradle of Alpine beauty and a fairy-tale of the mountains. Today, too, there are winter sports facilities in the Saminatal.

Once you have visited this unspoiled paradise, a Shangri-la remote from the hectic bustle of twentieth-century existence, I feel sure you will be always homesick to return to this tiny, happy corner of Europe.

For further information:
Liechtenstein Tourist Office, Vaduz.
Recommended travel agents:
Quick Tourist Office, Vaduz.
Swiss Travel Service, 63, Ebury Street, London, S.W.1.
Recommended hotels:
Sonnenhof (outskirts of Vaduz).
Motel, near Vaduz.
Galina, Malbun.

The Hotel Galina at Malbun in Liechtenstein

A general view of the town of Vaduz, the capital of the tiny

CRUISES FROM MEDITERRANEAN PORTS

There is something to be said for cruises which start from Mediterranean ports during the winter months. The possibility of a rough passage across the Bay of Biscay is avoided and you are able to embark with reasonable assurance of smooth seas and warm sunshine.

Several cruises of this kind have come to my notice. There are those arranged by the Cie. Française de Navigation, leaving Marseilles on the s.s. *Cesaree* (10,500 tons), and there are those arranged by the Typaldos Line, leaving Venice and Piraeus on the M.T. *Athinai* (17,000 tons). The itineraries include ports in Greece, Turkey, the Lebanon, Syria, Israel, Cyprus, Rhodes and Italy. Arrangements have been made for travel

pine principality of Liechtenstein. On the wooded hillside is the Prince's castle

connections by air or by rail from London to Venice or Marseilles.

Although the highlight of the cruises from Marseilles is undoubtedly the one which includes Christmas in the Holy Land, with calls at ports in Italy, Cyprus and Genoa (with shore excursions arranged), there are fairly regular departures from London in summer as well as winter from November 4, 1962, The standard itinerary for these sixteen-day holidays includes calls at Genoa, Naples, Limassol (in Cyprus), Haifa, with opportunities for visiting Jerusalem, Galilee and Nazareth, and the Piraeus, with the chance of spending a day in Athens. Fares from London by rail are £102 15s. minimum, by air £111 17s.

The special Christmas cruise which leaves Marseilles on December 18, requiring departure from London on December 17, 1962, includes an arrival in Haifa on December 24, an excursion to Nazareth and Galilee, a Christmas Eve supper and dance, the opportunity to attend midnight Mass at St. Joseph's Church at Nazareth, an afternoon drive to St. Jean d'Acre on Christmas Day, and on Boxing Day a whole day excursion to Jerusalem. A call is also made at Famagusta, with a morning sightseeing drive. The inclusive charge from London by rail and steamer is £118 8s. minimum, and by air £120 14s. minimum.

The cruises organised by the Typaldos Line out of Venice include a special Christmas and New Year cruise and a choice of two other itineraries, one from Venice and one from Athens, for various departures between November 7, 1962, and March 30, 1963.

You can leave London on December 21 and embark on the M.T. *Athinai* on December 22. On the 24th you arrive at Catacolon for a visit to Olympia. Christmas Day is spent on the islands of Delos and Myconos in the Ægean. On December 26 a landfall is made at Rhodes with opportunities for sightseeing ashore. On the next day the ship arrives at Antalya in Turkey, where a drive to Perge and Aspendos has been arranged. The next few days are spent at Beirut, where there are sightseeing excursions to Damascus and Baalbek. December 31 and January 1 are spent in Haifa with visits to Jerusalem, Nazareth and Galilee. After a call at the Piraeus for a visit to the Acropolis in Athens, you arrive in Venice on January 5 and are back in London, if you go by train, in the early evening of January 7. Fares for this eighteen-day holiday by rail are £103 4s. minimum, and by air £112 17s. minimum.

The other two cruises offered by the Typaldos Line, a fifteen-day holiday from Venice and a nine-day holiday from Athens, with a wide range of departures, vary somewhat in their itineraries, but the highlights are the same, on each cruise. The minimum fare from London for the fifteen-day cruise from Venice is £99 3s. travelling overland, and £111 18s. travelling by air. The fare from London for the nine-day cruise from Athens, travelling by air, is £119 9s.

W. D. C. C.

BOOKS

TESTS OF ENDURANCE

Studies of different forms of heroism by Wilfrid Noyce and John Hersey

The spirit, the courage, the obstinacy and the mysterious, inexplicable other element which carries men and women through unimaginable physical torments and deprivation; these are the subjects of two of this week's most absorbing books, the first of them by the late Wilfrid Noyce, the great mountaineer who was killed this summer during an ascent. THEY SURVIVED (Heinemann. 25s.) tells the stories of a few men and women whose long-drawn-out heroism is beyond praise and, very nearly, beyond understanding. As Wilfrid Noyce wrote: " Psychoanalysis cannot explain why these men and women did what they did, any more than Freud's study of Leonardo da Vinci explains Leonardo's creative genius." The facts are that they, against all odds, survived the terrors and the hopelessness of concentration camps, Japanese torture, burns, wounds and exposure for weeks at sea, mountain disasters, ravages of cancer and a host of other, often simultaneous calamities. Wilfrid Noyce's book remains an inspiring record from one who was, himself, a hero. Mr. John Hersey's HERE TO STAY (Hamish Hamilton. 25s.) is, in some ways, the American version of the same kind of book, for he has collected the tales of a number of men, including Mr. Kennedy and Mr. Truman, who survived moments, days or weeks of extreme danger. The volume includes his well-known piece on the survivors of Hiroshima (to which the *New Yorker* magazine once devoted an entire issue) and it is journalism at its most responsible and moving.

LAST LETTERS TO A FRIEND 1952-1958 (Collins. 25s.) are the final pages in a correspondence which the late Dame Rose Macaulay sustained with her cousin, Father Hamilton Johnson, an Anglican priest whom she had met several times before he went to America in 1916, after which she was never to see him again. He was, however, largely responsible for her return to the Anglican Church after a lapse of thirty years, and both this volume and its predecessor give an intimate, sometimes a painfully personal view of her problems on an emotional as well as a spiritual plane.

Sir Alfred Munnings' paintings are not at the moment in the highest tide of favour, although he was, during his lifetime which ended only three years ago, an artist of immense and well deserved popularity. He was also a " character " in the best English traditions: original, vituperative, opinionated and deeply and constantly devoted to the essential beauties of his country. THE ENGLISHMAN (Heinemann. 35s.) is his biography by Mr. Reginald Pound, and a most entertaining book it is with its contrasts between Munnings' love of animals and the countryside and his violent objections to such phenomena as politicians and jet aircraft.

CARDEW ROBINSON as Sir Petronel Flash is tickled under the chin with a feather by Sheila Reid playing Girtred in *Eastward Ho!*, a Jacobean comedy by Chapman, Jonson and Morton about a couple of apprentice goldsmiths, now running at the Mermaid Theatre, London

ANCESTORS AND FRIENDS (Eyre and Spottiswoode. 30s.) is Mr. John Lehmann's elegant volume of family history in the course of which he gives a picture, lively and vividly evocative, of the artistic and literary society in which his forebears moved at the end of last century, in Paris, in Rome and in London. The author's great-uncle was a favourite pupil of Ingres, a close friend of Liszt and a witness to the active rivalry between George Sand and Liszt's *maitresse en titre*. A great-grandfather and another great-uncle founded *Chambers' Encyclopædia*, and his own grandfather and grandmother were hosts to such great Victorian figures as Browning, Dickens, Millais and George Eliot. This is a rich memoir, gracefully and candidly set down for our enjoyment.

In THE WATER BEETLE (Hamish Hamilton. 12s. 6d.) Miss Nancy Mitford has gathered together fourteen of her essays on such diverse subjects as old nannies, Augustus Hare, sightseeing in Greece and country-house visits in France, and they are a positive delight; touching, hilarious, freshly expressed and without a banal paragraph. The illustrations by Mr. Osbert Lancaster are as wickedly witty as one would expect.

Mr. Michael Frayn's THE DAY OF THE DOG (Collins. 15s.) consists of nearly sixty pieces selected from his column in *The Guardian* and very funny they are. Mr. Frayn explains that when they come to write his obituary they will say: " He wrote with engaging good humour about all mankind's

---

THEMES OF WAR AND PEACE

Military Memoirs and assessments

What a pleasure it is to discover in the memoirs of a fighting soldier generosity of spirit allied to modesty of outlook; and what a comedown it was to find that within a few days of these memoirs being published a controversy over them was raging on the highest political level. THE ALEXANDER MEMOIRS (Cassell. 25s.) have been edited by Major John North, who in 1960 accompanied Field-Marshal Lord Alexander of Tunis on a journey that followed the old tank tracks across the Western Desert, through Sicily and along the length of Italy to Trieste. We are thus presented in a form made vivid by re-acquaintance with the terrain with an account of five momentous years of war. Alexander's thoughts on Alam Halfa and Alamein in retrospect are particularly important, revealing a profound respect for Rommel's skill and no less respect for Montgomery's caution in exploiting victory to the full; for an error at such a moment, inviting a sharp rejoinder from the redoubtable Rommel, could have cost the Allies dear at this point of history. In his attempt to place Montgomery in the fairest light Alexander relates that one of his own despatches on Alam Halfa was altered without his knowledge, the new version indicating that Auchinleck was really the man who planned this great defensive battle. Who altered the despatch remains a matter for unprofitable surmise, declared Lord Alexander, but within a few hours of publication it was clear that there were many others not content to let the matter rest. Later Lord Alexander admitted that he had altered it himself, and forgotten about it.

Alamein was indeed one of the turning-points of the Second World War, following naturally, as it did, the " calculated ambush " of Alam Halfa. Brigadier C. E. Lucas Phillips, author of *Cockleshell Heroes*, has brought together all the known facts about this great engagement in a comprehensive account ranging in viewpoint from that of Montgomery down to the foot soldier of the line. ALAMEIN (Heinemann. 30s.) draws together the tangled threads with unerring skill, and understandably, perhaps, because the author was on the spot serving as one of Monty's regimental commanders.

Another Brigadier author is George Chatterton, who, in THE WINGS OF PEGASUS (Macdonald. 30s.), tells the story of the Glider Pilot Regiment, that unique force in military history which he himself founded, trained and led. Sicily, Normandy, the South of France and Arnhem were the highlights of the wartime service of these men who, in addition to being skilled pilots, had to be tough fighters, as tough, indeed, as the men they transported.

Let us be quite frank about it, and agree that Lord Montgomery has gone to a great deal of trouble to meet the men who cause the most anxiety in the world today. He is the free-lance observer with a bright perceptive eye who likes to get right on the spot and see for himself what is going on. In THREE CONTINENTS (Collins. 25s.) the Field-Marshal takes us with him to Asia, Africa, and Central America, and he tries to relate what he sees to the defence policies of Britain and the Commonwealth today. It would be easy enough to dismiss all this as a lot of naïve nonsense, but the truth is that the Field-Marshal does look on the changing world with a lively curiosity, and when he asks us to work for a friendly China it is just as well to read his arguments, simple as they are, but cogent.

War and peace provide the themes for three other books which command attention this week. P. M. S. Blackett's STUDIES OF WAR (Oliver and Boyd. 21s.) is a collection of lectures, essays and articles by the distinguished Professor of Physics and Nobel prize-winner. In one chapter the Professor remarks rather wryly that " during nearly twenty years of my lifetime I have been either training for war, fighting wars, or studying and thinking about them." To keep the world defence situation stable Professor Blackett believes it to be essential for Britain to renounce her own nuclear forces, " otherwise their spread to other countries will never be checked." In THE SPREAD OF NUCLEAR WEAPONS (Chatto and Windus. 18s.) Leonard Beaton and John Maddox make a realistic examination of the situation country by country. They are by no means convinced that " spread " is inevitable, great though the political temptations may be. Coral Bell, Lecturer in International Politics at Sydney University, has written a thought-provoking work on power politics, NEGOTIATION FROM STRENGTH (Chatto and Windus. 21s.). It is really an examination of Western allied failure in the last decade, a decade that has produced neither negotiation nor strength. " To stand firm," the author declares, " may be an admirable policy, but not if you are standing on a quicksand."

Richard Edmonds

little foibles, from sadism to genocide. But most of all he wrote about the things he loved best — wire - haired terriers, smooth - haired public relations men, the growing of plastic flowers, and the collection of rare hand-outs." This is a genuinely light-hearted and at the same time highly intelligent little book.

I heard someone say the other day that Eric Ambler was a writer's writer, and so he probably is. Luckily for him he is also a reader's writer, and his new novel, THE LIGHT OF DAY (Heinemann. 18s.), will prove this interesting fact several thousand times over. Or more. Mr. Ambler is back in the Balkans and in Turkey with his most engaging non-hero to date: a consistently ham-fisted little crook, " British to the core," as he proudly claims, but with a little passport trouble of his own making. Not precisely a thriller and not exactly an adventure, but a first-rate Ambler-type story.

There are no fewer than four thrillers to be recommended this week, the first Miss Suzanne Blanc's THE GREEN STONE (Cassell. 13s. 6d.), which is concerned with murder among American tourists in Mexico and scores very high marks for suspense as well as for admirable descriptive writing. DOUBLE CROSS PURPOSES (Cassell. 15s.) is Mr. Kenneth O'Hara's story of Central European skulduggery, Communist intrigue and British secret agents. Original in manner and surprisingly convincing. THE WIDOW BARONY (Macdonald. 16s.), by Mr. W. R. Burnett, author of *Little Cæsar*, breaks new ground and leaves the realistic for the extravagant and the satirical. Readable, too. BLIND-GIRL'S-BUFF (Eyre and Spottiswoode. 16s.) is by Miss Evelyn Berckman, which, again, is a recommendation in itself. Extremely taut, even creepily so.

Vernon Fane

HONG KONG AND ELSEWHERE

The impact of West on East, and vice versa, has many facets, not least its effect on writers. Literary attempts to present a fusion of cultures, however, often fall into a precious Orientalism. A HONG KONG HOUSE, *Poems* 1951-61 (Collins. 21s.), by Edmund Blunden, steers pleasantly clear of this pitfall, perhaps by not trying too hard. Some of his work shows Eastern influences in the delicate economy of poems like " The Sleeping Amah", " Petals," or " The Tea-House." These are balanced, however, by verses on essentially Anglo-Saxon subjects, written with resounding metre and flowing rhyme in the best Georgian traditions. Yet the poems do not date, because of the strange acuteness of the sentiments expressed. These seem to have been heightened by Mr. Blunden's voluntary absence (at the University of Hong Kong) for most of the period covered. In this sort of ennobled musing on subjects like " Kent apple orchards sacred with bloom," Mr. Blunden is at his best. The " Eastern " poems are more exercises in sensitive reaction to surroundings; an interesting but minor addition to his broader and richer poetic experience.

The British presence in the East is the theme of another new book, Saul Rose's BRITAIN AND SOUTH-EAST ASIA (Chatto and Windus. 25s.), which is a succinct introduction to the waxing and waning of British influence in the area. There are informative chapters on the extent of commercial and cultural influence, but the devastating Japanese invasion and its aftermath of nationalist risings form the centrepiece of the book. The author's theme here is primarily that, but for Hiroshima and the sudden Japanese surrender, and the fact that Mountbatten happened to be Supreme Commander in the area at the time, " the emancipation of South-East Asia might have been long delayed."

M. K. Whiteman

Antonio (Esmond Knight) in conversation with his old enemy Shylock (Lee Montague)

The maid Nerissa (Rosalind Knight) smiles at her mistress Portia (Sheila Allen)

THE MERCHANT OF VENICE

at the Old Vic Theatre

Producer Michael Langham and director Michael Elliott have imposed a serious mood on this semi-serious Shakespeare comedy. Although this reduces the light fantastic atmosphere at Belmont, it helps to emphasise Lee Montague's sympathetic rendering of Shylock as a human figure with comprehensible weaknesses. The sombre accent is reflected in Malcolm Pride's sets, which are predominantly shadowy. This is a direct, worth while interpretation of a play that can be performed in many ways.

Photographs by Anthony Crickmay

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

George W. Odey

George William Odey, C.B.E., the Chairman and Managing Director of Barrow Hepburn and Gale Limited, one of the largest tanning organisations in Europe, was born in 1900 at Colney, near Norwich, and educated at Faversham Grammar School and University College, London. After obtaining his B.A. he became Assistant Secretary to the University of London Appointments Board. He joined Barrow Hepburn and Gale in 1925, became Managing Director in 1933 and Chairman in 1937. Faced with a need to diversify, owing to a contraction of the leather industry, the Company, under Mr. Odey's guidance, has recently expanded in Britain and the U.S.A. on the side of chemicals for use in the textile, paint and paper industries. This has proved so successful that a further company has been established to manufacture chemicals in France. In 1947 he became Conservative Member of Parliament for the East Yorkshire constituency of Howden, and was re-elected in 1950 and 1951, as the member for Beverley, but pressure of business interests made it impossible for him to stand again in 1955. Mr. Odey is President of the International Council of Tanners, President of the British Gelatine and Glue Research Association, a member of the Western Hemisphere Exports Council, of the Council of the British Leather Federation and of the Council of the British Leather Manufacturers Research Association, and Vice-President of the Federation of Gelatine and Glue Manufacturers Limited and of the National Association of British Manufacturers. A Fellow of University College, London, he is also Chairman of the Board of Governors of the National Leathersellers College and of the Leather Industries Advisory Committee of Leeds University. He is a member of Lloyds. Married, with one son, Mr. Odey lives at Beverley in Yorkshire; his main recreations are farming—he owns a herd of Ayrshires—and sailing his ketch *Arminel*

STEEL-MAKING IN THE LATEST STYLE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Setting out to build the most advanced steelworks in the world is one thing, and a vastly exciting technical adventure at that; setting out to make it pay is another. During the last three years, Richard Thomas and Baldwins have achieved the first at their Spencer works outside Newport, in Monmouthshire, though the technical adventure is far from complete. Now they are faced with the second task, less exciting but no less demanding.

Before the Government decision in 1958 that settled the immediate future of strip mill capacity in Britain, there had been years of controversy about the future of demand for flat steel—how fast it would grow, how much new capacity was justified, where it should be. Since that decision, and while the Spencer works has been growing out of a marsh at Llanwern, these arguments have not ceased; nor have the stop-go fluctuations of pace in the British economy, which bear particularly heavily on the kind of products made out of flat steel. Nor has the cost of heavy capital equipment in Britain ceased to rise.

Conjectures about the economics of a completely new integrated works such as Llanwern have always revolved around this item of initial cost. Immediately after the war, the Steel Company of Wales was put together to build a third strip mill in Britain; then, too, there were doubts about its capacity to compete with the costs of existing plant. But in spite of a rapid post-war inflation in construction costs, the Port Talbot works, at the margin, was competing with plant of a quite different order of efficiency; between its productivity and that of the sizeable fringe of capacity represented in small handmills, there was a huge difference.

Llanwern is coming in when the obsolete capacity for making flat steel in Britain is virtually gone. It will be competing with plants of basically the same kind, built and modernised at varying dates during the last twenty-five years and at considerably lower capital costs. This economic comparison, from the first, put pressure upon its technical possibilities. Between the old handmills and any continuous strip mill the technical step forward was immense; even so, it was questioned immediately after the war whether the new Port Talbot works of Steel Company of Wales could have been justified simply as a replacement of the old plant. What firmly justified it was expansion. The questions for Newport, similarly, were whether there was sufficient advance in productivity to be had between the existing, relatively modern continuous strip mills and the best one that could be built now; and whether there would be enough continued growth in flat steel capacity to make the exercise one of expansion, and not of replacement.

High up on No. 1 blast furnace at Spencer Works. In the foreground the gas cleaning plant and in the background two cooling towers

One of the three L-D steelmaking vessels at the works—it is one of the first plants in the world to rely exclusively on this method of steel-making

Complicating the answer there was the need, as there had been a decade or so before at Port Talbot, to plan and partly to build a bigger steelworks than could be justified straight away. The works, opened by the Queen this week, is at the moment working up towards its full initial capacity of 1,400,000 tons of crude steel (perhaps 900,000 tons, from Newport, of finished steel). But the plant has been laid out for, and some of its main units have been installed to handle, a crude steel capacity of perhaps twice that size. And the designers have had to plan it for eventual development far even beyond that: Mr. Harry Spencer of R.T.B., after whom the plant is named, has talked of 6,000,000 to 8,000,000 ingot tons at some time in the future.

Having to put in major units of plant, such as the universal mill that rolls down ingots into the primary slabs for the hot and cold strip mills, for twice the initial capacity adds even more to the considerable weight of capital charges on the cost of steel made at the new plant. These capital charges, inevitably, must be higher than those at the existing mills. How far have technical developments available at Newport that the others haven't got reduced the actual running costs of making sheet and plate there?

Nobody yet knows the actual savings in practice, but the plant's management is confident that they will be significant. The Spencer works benefits not only from the steady advance in detailed refinement of operating techniques that can always make the most recent plant of any kind built in the world to some degree the most efficient. The hot strip mill that Davy-United has built for it, the heart of the actual sheet-rolling process, does represent something of a breakthrough in rolling speed, the size of slabs that it will accept, and the size of coil it will produce; automatic control of the units is more elaborate than at any other mill in the world.

The L-D process of oxygen steelmaking that is being employed at Newport is not entirely new; more and more steelworks are bringing in this and similar pneumatic techniques, including some of this plant's British competitors. But the Spencer works is one of the few in the world to depend entirely on this process; and its installation, with three

(*Continued on following page*)

Railway waggons of raw materials are handled and unloaded by equipment made by Strachan and Henshaw Limited. A high-incline Beetle is about to pull a full waggon up the incline to the tippler

After discharge from one of the ovens into the coke car, the coke is water-cooled and released to a conveyer belt which carries it to screens to be graded for use

Wearing protective clothing, operatives are seen at work in

STEEL MAKING IN THE LATEST STYLE

(*Continued from page 159*)

100-ton converter vessels, will make more steel faster than any other in the country.

Over and above these basic advances in operating units, R.T.B. is relying upon a further competitive advantage in technique; more elaborate computer control of production than has ever been used in a steelworks or probably any other works of comparable size in Britain. This does not merely apply to the sequential control of loading the different inter-connected units of process plant; computers go to work earlier, taking account of orders and reckoning the most economical way to arrange them in production schedules. Computers will indeed also decide how best to handle demand upon R.T.B. between Newport and Ebbw Vale, where the company also owns and operates the first continuous strip mill built in Britain, in the '30's.

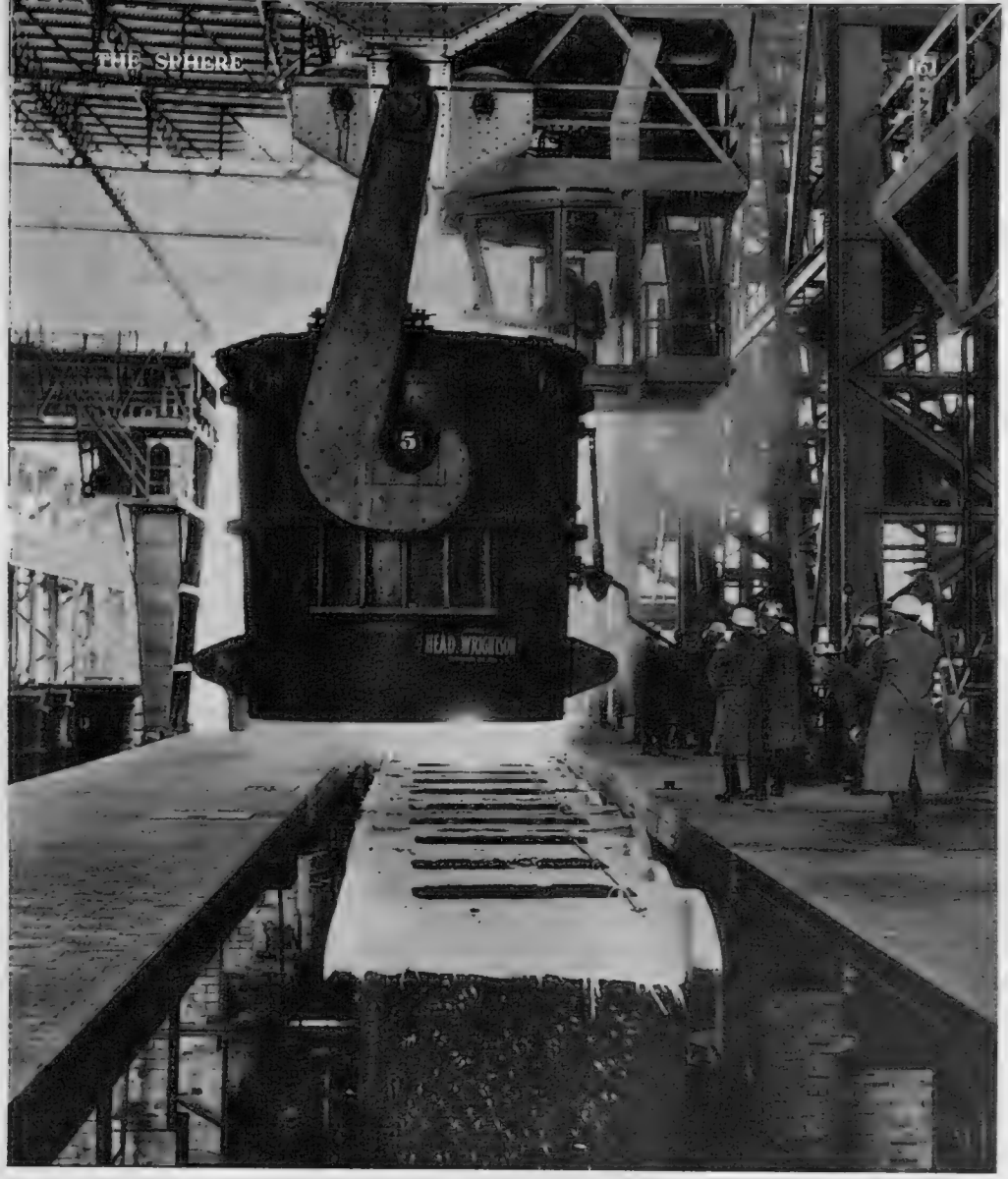
The Spencer works is, in any case, producing some crude steel for Ebbw Vale, where geographical constriction of the site makes it hard to expand capacity. But the production control system is designed to schedule orders between the two works according to the most economical levels of combined cost. The use of computers at Newport—there are at present plans for four—is likely to set the pattern for the whole British steel industry.

Even this cluster of advanced techniques would not make Newport competitive with the older mills if the total demand were lacking. Having to run below capacity inevitably hits worst the most costly plant, with the heaviest overheads. How do the prospects look on this side?

(*Continued on page 162*)

In the sinter plant, which processes an improved burden for the blast furnaces. (Sinter consists of crushed ores, limestone, coke breeze and other additives.)

the blast [illegible]rnace plant during casting operations



Moving the ladle containing molten steel. **Below:** Ingots are rolled on the slabbing mill

Steel slab enters the finishing mill, which has a top rolling speed of 3,260 ft. a minute

The four-stand cold reduction tandem mill in operation

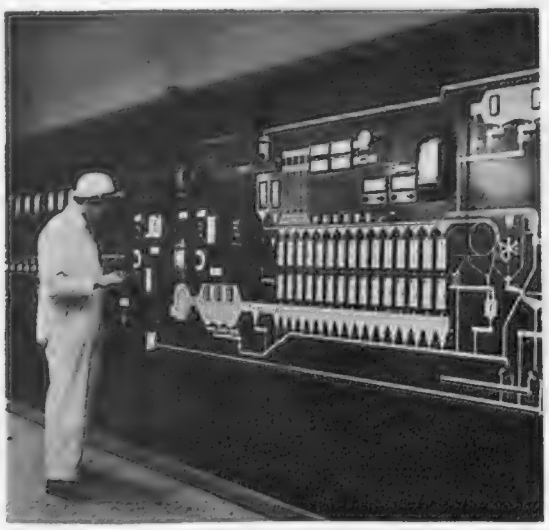
STEEL-MAKING IN THE LATEST STYLE

(*Continued from page 160*)

At the moment, they look good. There have been times while Newport was being built when the motor industry and consumer appliance manufacturers were together in recession. At present the motor industry is riding high, though recession remains in the consumer durables field. The industry thinks that over the next year or so—barring any general recession in demand which would affect all industries together—motor demand should expand and there should be some recovery in durables.

For the longer run—say 1964-65, when one will be getting the full economies out of a completely run-in plant at Newport—the motor industry is highly optimistic and steelmakers, on the whole, are in agreement. They offer the biggest slice of demand for flat steel, but other uses for "folded metal" are constantly increasing.

There are signs, admittedly, of sharp price competition ahead, if and when Britain joins the Common Market; in Western Europe as a whole, there seems likely to be surplus strip mill capacity. That may hold down prices. But this is one of the kinds of steel product in the production of which Britain is exceptionally competitive (enough at present to make Continentals wince). There seems little reason to fear that it will be the British mills that suffer from the surplus of European capacity; and Newport, in terms of efficiency, may be even less vulnerable to competition than some of the rest.



A view of the sinter plant's mimic diagram that visually plots the flow of materials to the building that houses the sinter strands

The panel which controls acid, water and steam flow in the pickle line

MOTORING

AROUND THE MOTOR SHOW

Features to be noted at Earls Court; changes in price and engines announced by B.M.C.

By **COURTENAY EDWARDS**

More stainless steel is being used on more British cars than ever before. The London Motor Show, which finishes this weekend, makes this very clear. Stainless steel is to be found on all the new 1963 models of the Big Five. Its advantages are so obvious it is surprising the British motor industry has not already used it on a wider scale. A large amount of capital has been tied up in the country's chromium-plating plant and perhaps that has had something to do with it.

Stainless steel is now used for such things as bumpers, radiator grilles, petrol filler caps, window and screen surrounds, hub covers, door handles and rimbellishers. It cannot chip or peel and can be kept clean and bright by washing with warm water. Nor is stainless steel merely decorative. You can find it in engine components. It is used for valves, carburetter parts and exhaust manifolds. Its use for silencers is finding wide acceptance. In this form it outlasts five or six silencers made of mild steel.

The Israeli cars seen at the London Show for the first time were displayed by Autocars of Haifa, which is financed and controlled entirely by Israeli interests. Basic components for each of the three vehicles on view—the Sussita estate car, the F.W.3 four-seat saloon and the Sabra sports car—are supplied by the Reliant Engineering Company of Tamworth, Staffs, well known for their three-wheelers and Regal sports models.

These British components include engines, rear axles and suspension units. Autocars provide their own bodies, petrol tank, chassis frame, tyres, batteries and other components. Current production is 2,000 vehicles a year, but with the F.W.3 saloon going into serious production during the next three months, and an increase in Sabra output, this figure should be doubled within a year. Reliant's connection with Autocars dates from 1952, when the Tamworth firm began sending three-wheel, 10-cwt. vans to Haifa. The 110-m.p.h. Sabra—named after a prickly cactus—has a twin-carburetter 1·7-litre engine.

Apart from the new Morris 1100, its twin-carburetter M.G. version and the M.G. B 1800 sports two-seater, the important Motor Show news from the British Motor Corporation was a new, bigger engine for the Morris Minor, Austin A40, M.G. Midget and Austin-Healey Sprite. In place of the 948-c.c. unit they now have one of 1,098 c.c. which is basically the same as the Morris 1100 motor. It has a bore of 64·6 mm. and a stroke of 83·7 mm., and gives the Minor and A40 48 b.h.p. (instead of 37) and the sports cars (with twin carburetters) 55 against 46½. The Midget and Sprite now have 8¼-in. disc brakes at the front.

There is more efficient synchromesh in all the B.M.C. gear-boxes, screen washers are now standard on all models, and the prices of most have gone up by between £3 and £45, including tax. The biggest increase (£45) has put the Healey Sprite up to £669. The Morris Oxford de luxe saloon is up £24 to £871, and there have been £17 rises in respect of the M.G. Magnette (£1,015) and Wolseley 16/60 (£953). Austin increases include £28 for the A40 saloon super de luxe (£682), £27 for both the A40 Countryman de luxe (£702) and the A60 de luxe saloon (£860).

Many refinements have been introduced on various models, including new rear springs on the 1½-litre (1,622 c.c.) range, more room in the front of the Riley 1·5 and Wolseley 1500, more powerful front brakes on the Minor and a higher final ratio on the cars which have been given bigger engines. News of the Minis is that they have waterproof covers for distributor, coil and sparking plug, better distributor and water pump, more efficient telescopic dampers at the rear and rubber diaphragms instead of strapping for the front seats.

Heaters are standard on all home market Mini models except the cheapest. The de luxe and super de luxe versions have now been merged into one well-equipped model. The Travellers are offered with all-steel bodies in addition to those with wooden frames, and on the Elf and Hornet leather is used for the wearing surfaces of the seats. The 100-m.p.h. Austin A110 and Wolseley 6/110 models have diaphragm clutches and a higher overdrive ratio.

Israel's first time at the Motor Show—the F.W.3 saloon of Autocars of Haifa

From Earls Court demonstration runs have been given with a Hillman Super Minx powered by the Perkins 4·99 diesel unit, which has a capacity of 1·6 litres and develops 43 h.p. Perkins claim a fuel mileage figure of up to 53½ to the gallon and say the dieselised Minx "has a tremendous ability to climb steep hills in top gear." This small diesel runs quietly. It is offered as a conversion unit.

During the Motor Show I came across a lot of those interesting gadgets and accessories which delight the heart of the motoring enthusiast. Rubber buffers are offered by Miskin-Goodson of St. Albans, Herts, for fitting over Mini bumper over-riders. They are called Rubberiders and cost 19s. 6d. a pair. They can be fitted by hand, without tools.

Dunlop have put on the market attractive Guardmats to protect the floor carpets in the front compartment. They are moulded to the exact shape of the car floor with all the necessary slots for gear lever, pedals, and so on. Made of hard-wearing, colour-fast plastic backed with cork and sponge rubber, Guardmats have a comfortable feel and are easy to clean. They are available for a number of popular makes of car at a price ranging from 37s. 6d. to 47s. 6d. a pair according to vehicle size.

Summer Time ends this weekend—we put the clocks back an hour—and from now on we shall be doing more of our motoring in the dark. This makes an illuminated map-reading magnifying-glass a most desirable item in a car's equipment, and I can recommend the Carl Zeiss model, which has a powerful 1·7X lens 2 ins. in diameter. The torch has good anti-glare qualities. Here is an accessory which can add greatly to the pleasure of ordinary motoring as well as being essential for rally drivers. Price £6 15s. in an attractive zipped case. The sole U.K. agents are Degenhardt and Co., Ltd.

If you have ever had a puncture on the open road and had great difficulty in undoing the wheel nuts with the brace supplied in the car's tool kit, you will appreciate the value of the Levermaster wheelbrace made by Poliac Limited, of Bournemouth, and priced at 17s. 6d. Made in various sizes, it really lives up to its name when used to cope with stubborn nuts.

"Crystal Clear" is a Joseph Lucas product designed to help keep the screen clear by getting rid of that dangerous road film for which diesel fuel is thought to be largely responsible. It is sold in 3s. 9d. "squeeze" bottles marked in eleven equal measures and you simply add one measure to one filling of your screen-washer reservoir. "Crystal Clear" is suitable for all screen-washing systems and not merely those made by Lucas (whose Screenjet models are widely used).

To get to Paris for the Salon I tried out for the first time a method of travel I can recommend to motorists who are picking up a car in France. It is the coach-air service operated by Skyways, who at peak periods carry more than 2,000 passengers a day and who last year had 150,000 customers.

I was in the heart of Paris five hours after leaving Victoria in a comfortable coach and my return ticket—at summer rates—had cost only £11. Had I been able to travel on Friday, Saturday or Sunday it would have been only £8 15s. We got to Lympne in two hours, had forty minutes for refreshment at Lympne—which Skyways rightly call "the garden airport"—took only forty minutes to fly to Beauvais in a 48-seater Avro 748 propjet airliner (one of Britain's latest, with two Rolls-Royce Dart engines), and was at my Paris hotel ninety minutes after touching down at Beauvais following a pleasant coach ride through attractive scenery.

If you drive straight to Lympne and arrange to pick your car up at Beauvais, the return fare is only £5 5s. single and £9 10s. return (£7 return on off-peak days). Skyways started these coach-air services in 1955. They were successful from the start and seem to have generated a new class of air traveller, including quite a large proportion of motorists.

Briefly. . . . Two hundred and fifty veteran cars, all built before 1905, are entered for the R.A.C.'s annual London-Brighton commemoration run on Sunday, November 4. . . . A traffic increase of 38 per cent. between 1956 and 1960 was shown by a census at fifty sites in Britain. . . .

Lambretta have announced an attractive new insurance scheme for people who buy their scooters. Dealers can give immediate cover of all kinds at special low rates with no L-driver discrimination. . . .

BUSIER BUILDERS

By "THE SPHERE" CITY CORRESPONDENT

Britain's builders, who form one of the largest single sectors in the nation's investment industries, face a further marked expansion in business. Speaking at the recent Conservative Party Conference, Sir Keith Joseph, Minister of Housing and Local Government, stated that new building techniques " will enable us to speed up slum clearance and speed up building for sale."

Even now, output in building and construction is running at more than £50,000,000 a week, with new orders coming in at the rate of £40,000,000. Over the last five years the value of construction work carried out in Britain has grown by no less than £700,000,000, from some £2,100,000,000 to £2,845,000,000 in 1961.

Out of every £100 of new building work about £40 is represented by general contracting work, outside housing. Another £25 goes on new housing and some £15 is represented by direct labour employed by various nationalised bodies. In the general contracting sector two-thirds of the work is carried out for private developers, with the remaining one-third for local authorities. Of the work done for private developers, industrial schemes are the most important, now running at £400,000,000 a year. Total value of new housing work has grown by £150,000,000 over the last five years to the current level of close to £700,000,000. But a major change has taken place in new house building, with private developers taking a larger share at the expense of local authorities.

This wide spread of the industry is reflected in leading companies' diversity of interests. One of the best known is George Wimpey, the £34,000,000 group, whose business covers building and civil contracting both in Britain and, to an important extent, overseas. A revival in house building should be particularly valuable for Wimpey, as this side of the business had to be cut back after the mid-1961 credit squeeze. For investors looking to the longer term, Wimpey shares will also appeal because of the group's stake in a number of important property development plans, including the large Paternoster scheme near St. Paul's, in the City of London. Little benefit from these schemes has so far appeared in Wimpey's earnings, which rose from just over £1,000,000 five years ago to rather more than £1,750,000 in 1961.

As well as benefiting the builders, the Government's plans to increase housing work should also bring important extra business for the suppliers of materials and components. One of the leading groups in this sector is Marley Tile, a £13,000,000 firm, whose interests range from tiles to plastic materials, and from goods sold to do-it-yourself enthusiasts to interests in Australia and New Zealand. After a sharp setback in 1958, earnings have recovered strongly from £490,000 in that year to more than £800,000 in 1961. Marley's profits for the year now ending got off to a rather indifferent start, but earnings for the three months to July showed a marked improvement over the 1961 level. The City is therefore expecting that Mr. O. A. Aisher and his co-directors will be able to maintain the 1961 payment, with hopes for a 13 per cent. dividend.

While most of the major building construction groups have moved into housing projects, the expansion of private developers in recent years has brought larger profits for specialist estate developers. One of these is Hallmark Securities, probably best known for its developments on the South-East Coast, but which also operates in the Midlands and the North. While the group's financial record is relatively short, earnings have more than doubled from £120,000 in 1959 to just over £250,000 in 1961-62. Last year Mr. S. Bloch and his co-directors paid a 67½ per cent. dividend, along with an extra 7½ per cent. payment, reflecting the dividend shareholders would formerly have received but for the Chancellor's request for a dividend pause. Hallmark should gain important benefits over the next few years through their link with Sun-Alliance, one of the City's leading insurance companies. Sun have agreed to advance £5,000,000 to the group by next year and have acquired an equity interest.

Along with the building firms, the builders' merchants who supply their materials will also be kept busy. By tradition, builders' merchants in Britain tend to operate in small units, but a growing trend towards mergers has produced some sizeable units. One of these is United Builders' Merchants which links Metal Agencies with William Dibben, both mainly West of England firms. No long profit record yet exists for the combined group, which was formed only last year. For the period to last February, the new company earned more than £400,000 and paid a 15 per cent. dividend. Shareholders learned that both member companies had shown record sales, though Dibben's profit margins seem to have been smaller than Metal Agencies'.

For investors, one attraction of the building industry is that the shares offer a wide range of choice. Wimpey is one of the group that will attract investors who are prepared to wait some time for capital expansion. Now selling around £8 each, Wimpey shares yield a mere 1 per cent., but City experts consider this high price is justified by potential of the property investments. Marley Tile, by contrast, offer a more acceptable 4 per cent. and will appeal as the best all-round choice to investors who are looking for growth as well as income prospects. A slightly higher return, of about 5 per cent., is offered by United Builders' Merchants while Hallmark yield some 3 per cent.

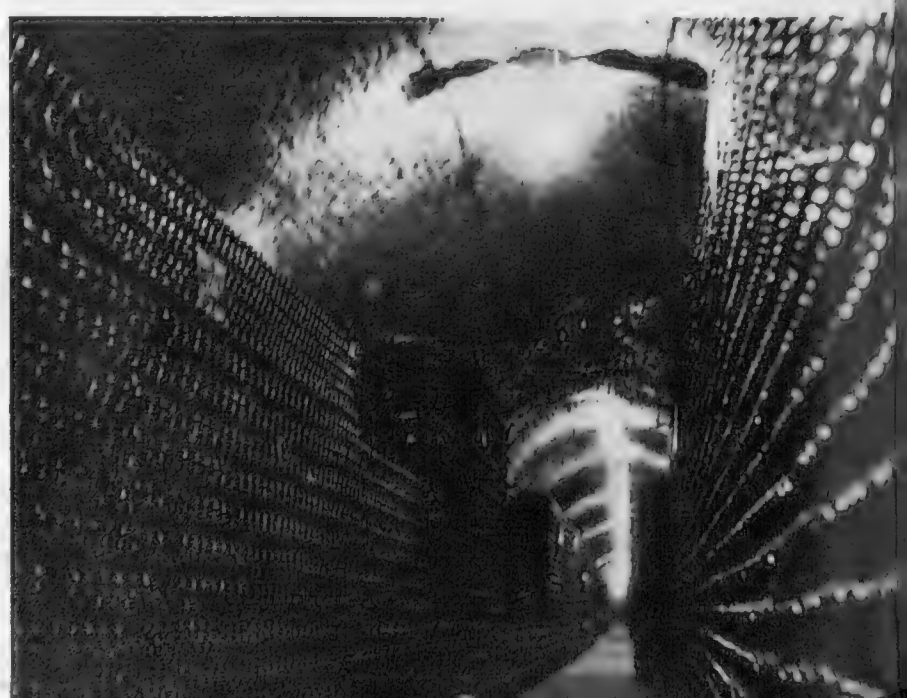
Looking across the vineyards from the pressoir of Lanson Père et Fils at Verzenay

M. Victor Lanson was host recently to members of the Wine and Food Society when they visited Rheims with their President, M. André Simon, to tour the vineyards and see the start of this year's vintage. This year the vendange started on October 4, somewhat later than usual, with the grapes in good condition and reasonable prospects of a rewarding wine. Champagne forms the most concentrated wine district in France. About 90 miles east of Paris it occupies only a hundredth part of the land dedicated to the vine. The wine is expensive to produce, needing skill, patience and an even temperature for storage.

A team returns grape-laden to the pressoir. **Left:** Cleaning a press at the end of the day

Photographs by G. F. Hart

A view down one of the galleries of the Lanson cellars at Rue de Courlancy, Rheims. The cellars extend for about five miles. The temperature in the cellars remains the same throughout the year



GOOD LIVING

By Ganymede

Strangely, the greatest permanent exhibition of wines and spirits of the world owes its existence to an apéritif little known in this country, Ricard. In Britain, Pernod is almost the only one known by name of these alcohols flavoured with wormwood and anis, loved by the Marseillais and the other inhabitants of Southern France: the *pastis*.

They are the descendants of absinthe, which in the "good old days" was responsible for killing off many Frenchmen. The present-day *pastis* is quite harmless, controlled by strict laws it must not contain more than 45 per cent. alcohol and its ingredients must be pure. It is of greenish-yellow colour, and becomes opalescent when water is added. It is normally drunk with ice and a lot of water (four or five times the quantity of the *pastis*), and therefore the drinker's intake of spirit is less than in a glass of wine.

Among the many makes of *pastis*, Ricard is today the greatest rival to Pernod. The business was built up by Paul Ricard, the son of a wine merchant family, who started making the new drink in 1932. It quickly caught on, and flourished, until 1940, when in the occupation era all *pastis* was prohibited, not to be permitted again until 1951. Even since that date, *pastis* could not be advertised in France. In spite of this handicap, Ricard's output has risen to 20,000,000 bottles a year by last year, and the Ricard companies have flourished in this and several other fields. Today it is a great complex with many diverse enterprises in the field of drink, food, real estate and tourism. One of the most important subsidiaries is the half-share of Ricard in the Grands Jus de Fruits Français Company, where its partner is the greatest competitor in the *pastis* market, Pernod.

M. André Simon with M. Victor Lanson

Among the touristic ventures is the company which runs the Isle of Bendor, a 110-acre island off the Mediterranean coast at Bandol. On the highest point of the island M. Ricard has his own castellated holiday home. In the miniature harbour is kept his 80-ft. luxury schooner, but the rest of the island is entirely devoted to the entertainment of visitors from the mainland. The crossing from the palm-lined promenade of Bandol takes only ten minutes.

The amenities of Bendor include a magnificent open-air theatre, a miniature zoo, a small marine museum, and a recently-opened hotel, equipped with the greatest luxury. There are several restaurants and bars, a yacht club, which has staged many international dinghy meetings, and a glass works, arranged in such a way that the blowing and shaping of pieces can be watched by the visitor.

The most interesting of all the attractions, to me, at any rate, is the beautifully staged world exhibition of wines and spirits. Here every country of the world is represented by its alcoholic products. True, it would be impossible to taste each of the over 5,000 exhibits, but even to see their characteristic bottles and labels is of tremendous interest. The catalogues of the exhibition—in separate volumes for France and the foreign exhibits—probably represent the most complete list of wines and spirits of the world, and it is possible to see and admire the different types and qualities and their presentation. This show is intended to be kept alive by constant new additions. Thus products of Andorra, Austria, Costa Rica and Venezuela are the most recent acquisitions.

Now for a book review. THE ART OF THE TABLE, by Pamela Vandyke Price (Batsford, 42s.), is a complete guide to the presentation of every kind of meal. It is not concerned with the preparation of food. That is taken for granted. But it covers nearly every other possible aspect. Packed to the brim with information, it is not restricted to the conventions of high-level entertaining at formal dinners, although on this level it will prove indispensable to those who have not absorbed enough knowledge during their upbringing, or for other reasons are faced with such problems for the first time.

The information extends to all levels. Family breakfasts, entertaining in bed-sitters or kitchen-living rooms are all taken care of. Planning of menus, including meals on trays and other television suppers, is also dealt with. There are special chapters on setting and serving, flower and table decorations, lighting, and last, but not least, "Entertaining and Alcohol"; this chapter imparts basic knowledge on the storage, choice and service of wine. Many large and beautifully reproduced photographs of table settings illustrate this lavishly produced book, which will no doubt serve as inspiration for ambitious hostesses to excel themselves to the delight of their guests.

HIGHLAND QUEEN

SCOTCH WHISKY

A Queen all the world acknowledges

MACDONALD & MUIR LTD Established 1893 — Queen of Scots — DISTILLERS · LEITH SCOTLAND

'Daddy-retire!'

After all that hit-and-run, you will be glad of a little rest. But when you have to retire from a life of business, what then? One thing is certain. Take out a Standard Policy well beforehand, and there will then be extra money in the bank ready to make a world of financial difference to your life of retirement. So let us put you wise to that policy now, and send you a booklet of ours—'Yours for Life'. On retirement policies, every policy, it is very informative.

THE STANDARD
LIFE ASSURANCE COMPANY
'Yours for Life'
Established 1825 . Assets exceed £300,000,000
Head Office: 3 George Street, Edinburgh
London Offices: 3 Abchurch Yard, Cannon St., E.C.4
57/58 Pall Mall, S.W.1

on going Boeing—
to SOUTH AFRICA

When you board a giant South African Airways BOEING 707 Jet you are already "in South Africa" enjoying the friendly welcome and thoughtful attention to your comfort that makes South African travel so much more pleasurable.

FIVE SERVICES EACH WEEK
Five S.A.A. BOEING Jet Liners leave London every week and whisk you smoothly to South African sunshine.

JOHANNESBURG—AUSTRALIA
Continuation flights from Johannesburg to Australia via Mauritius and the Cocos Islands in DC-7B aircraft for little more than the direct London—Australia fare.

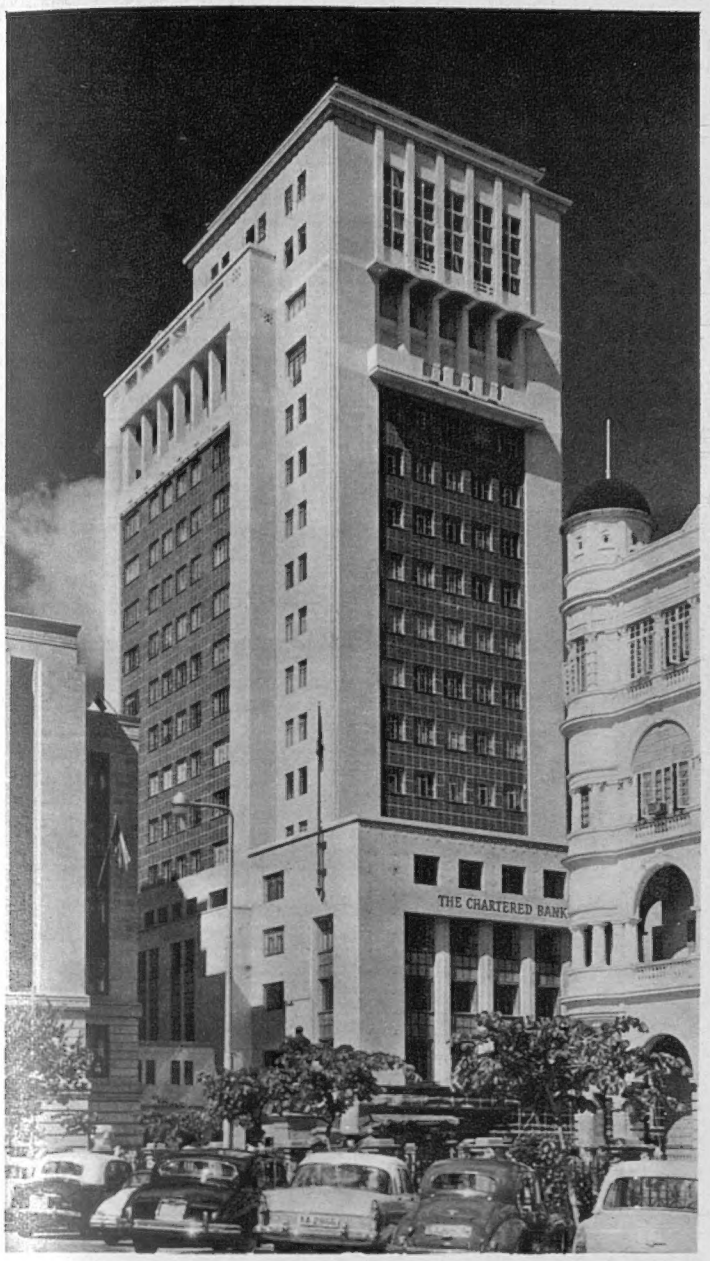
SOUTH AFRICAN AIRWAYS
(IN ASSOCIATION WITH B.O.A.C., C.A.A., E.A.A., AND QANTAS)
107 NEW BOND STREET LONDON W.1
Please ring HYDe Park 3424 or, after office hours, VICtoria 2323

GRAND HOTEL
Carnarvon Road,
Kowloon, HONG KONG
Cable: GRANDEL

Members
IHA HKTA
HKHA TTAA

THE HALLMARK OF DISTINCTION
PENINSULA HOTEL
MARCO POLO—PENINSULA COURT
HONGKONG HOTEL—REPULSE BAY
DE LUXE RESTAURANTS
GADDI'S *Ground Floor, Peninsula Hotel*
PLAYPEN *First Floor, Peninsula Hotel*
MARCO POLO *Marco Polo—Peninsula Court*
VERANDAH *Hongkong Hotel—Repulse Bay*
OWNED AND OPERATED BY
THE HONGKONG & SHANGHAI HOTELS, LTD.
TELEPHONE HOUSE, DES VOEUX ROAD, CENTRAL HONG KONG

CASH!
for
DIAMOND JEWELLERY
or English
ANTIQUE SILVER
LARGE CASH FUNDS AVAILABLE FOR SHORT TERM LOANS
WALTER BULL & SON
(BISHOPSGATE) LTD. AVEnue 3716
Jewellers and Pawnbrokers
Established for over 100 years
122 BISHOPSGATE LONDON E.C.2



The Chartered Bank

opened this new office building in Hong Kong in 1959, one hundred years after the Bank first commenced business in the Colony.

Other branches of the Bank or those of associated banks are established in most centres of commercial importance throughout the Middle East, South and South-East Asia and the Far East.

Merchants and manufacturers seeking new business connexions in eastern markets are invited to consult the Bank.

THE CHARTERED BANK

(Incorporated by Royal Charter, 1853)

BRANCHES IN HONG KONG COLONY AT HONG KONG, HUNG HOM, KOWLOON, SHAMSHUIPO, TSUEN WAN AND WONG TAI SIN

West End, London branch: 2 Regent Street, London, S.W.1.
Branches in the United Kingdom also at Manchester and Liverpool, in the United States at New York and in Germany at Hamburg.

Subsidiary:
THE EASTERN BANK LIMITED
Head Office:
2 & 3 Crosby Square, London, E.C.3.

ASSOCIATED BANKS: ALLAHABAD BANK LIMITED (INCORPORATED IN INDIA)
THE IRANO BRITISH BANK (INCORPORATED IN IRAN)

MORE PEOPLE ENJOY IT—that's why it's Britain's largest selling 'Scotch'

Haig in every Home

for Christmas and New Year!

SEASONAL HINT:
Mix in a wineglassful of Haig when making your Christmas puddings, mincemeat and cakes. It gives them an additional delicious flavour.

Don't be vague—Ask for Haig

OBTAINABLE EVERYWHERE
AT YOUR 'LOCAL', AT OFF-LICENCES AND ALL WINE & SPIRIT STORES

HAIG
'GOLD LABEL'

Bottles	41/6
Half Flasks	21/9
Quarter Flasks	11/2
Miniatures	4/3

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

My car's Firestone Safe

Is yours?

Good little car, this. Carries the lot of us everywhere at the sort of cost I can manage. It's not all petrol of course. D'you realise how much one spends on tyres? It's worth tracking down the ones that give you the best service. These on the back are Town & Country—the new ones with Firestone-X101—and they last for ages: better still, they're the safest I've ever driven on, rain or shine.

Feel safer—be safer on

Firestone

Town & Country

with RUBBER-X101*

**The new revolutionary silent gripping rubber—on a safety carcass.*

THE NATION'S REMEMBRANCE

POPPY DAY

Collectors urgently needed
British Legion · Haig's Fund
70-80 York Way · London · N.1
(Registered under the War Charities Act, 1940)

BIRD BRAND

← **SOLID FUEL HODS**

Make sure you ask for this Hod by name, it carries a written guarantee and its shovel mouth has triple reinforcement, the base double. Finished in 6 hammered colours or galvanised

Price 26/9d. from your local ironmonger
Also available:- 'Dumpy' dual purpose Hod—23/5d.

DESIGNED FOR HARD WORK

For business friends or clients overseas—what better or more welcome gift?

From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months, £7. 14. 6. (Canada £7. 0. 6.)

Your regular newsagent or bookstall will arrange a subscription for you. Or write to: The Publisher, 13-15 John Adam Street, London, W.C.2, enclosing remittance.

WORLD WITHOUT SHADOW

The shadow of insecurity and dependence need not darken the lives of the war-blinded Servicemen and women. Confidence returns with the skilful training given by St. Dunstan's which enables them to turn their talents to good account in a variety of trades and professions.

PLEASE REMEMBER ST. DUNSTAN'S IN YOUR WILL

★

All information from
THE LORD FRASER OF LONSDALE
(Chairman)

St DUNSTAN'S

1, South Audley Street, London, W.1
(Registered in accordance with the National Assistance Act, 1948)

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1. SATURDAY, OCTOBER 27, 1962. Second-Class Postage paid at New York, New York.

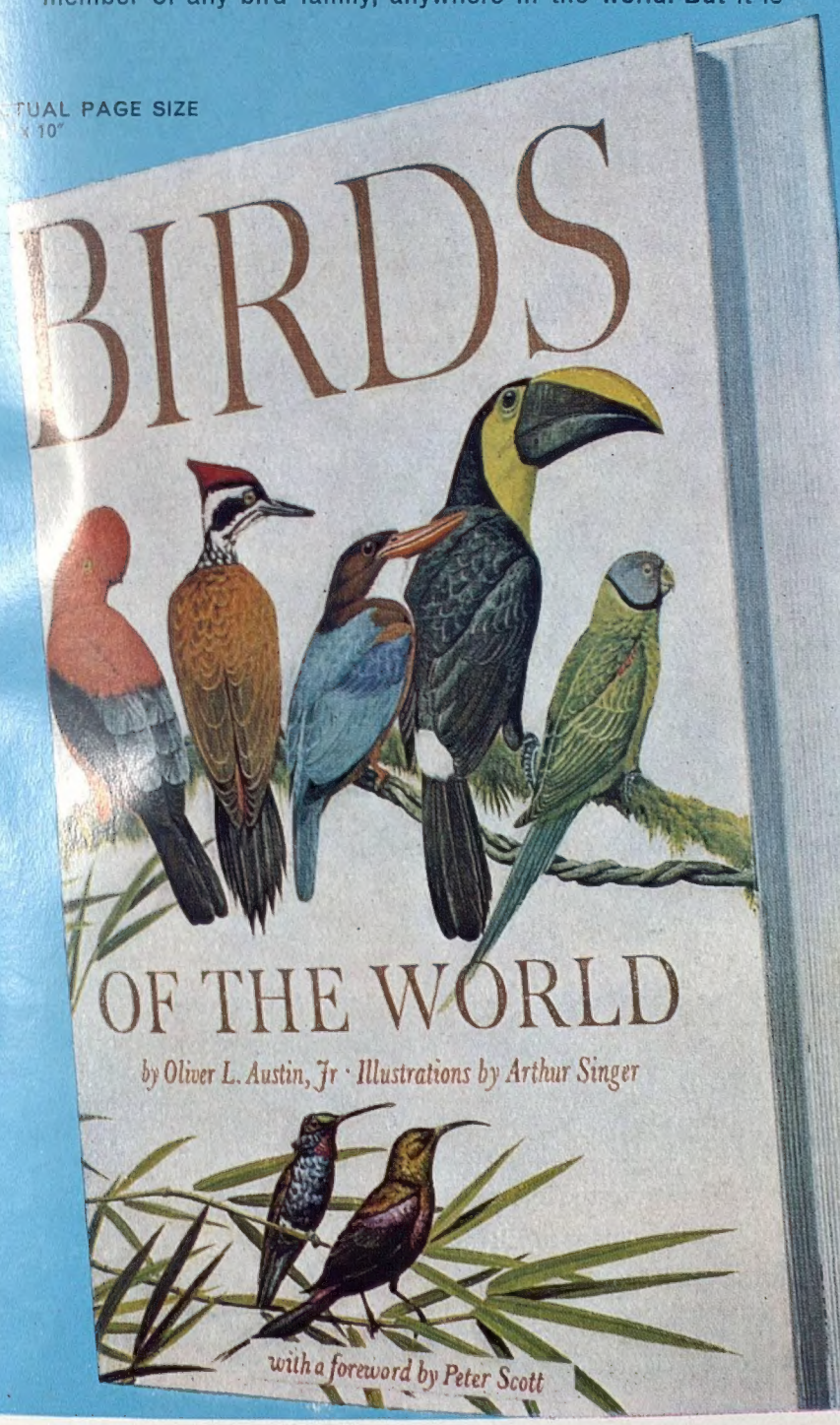
SPECIAL OFFER
to all readers

The most beautiful bird book published for a century

There has not been a book for birdlovers like this since the publication of Audubon's prints more than 100 years ago.
Spectacularly beautiful, irresistibly readable, here is a complete, authoritative guide to *all the bird families of the world.* 700 birds painted in full colour are matched with a text that packs in the latest information on every species.
Parrots, penguins, swifts, chickadees, toucans, cuckoos, swans, puffbirds, nuthatches, hawks, starlings, flamingos—at least one species from every family is shown (in flight or sitting, male and female) and most of the currently-recognised sub-families, too.
The paintings, by Arthur Singer, fill page after page with exotic colours, yet maintain an accuracy that is flawless to the smallest flight feather. The text, by Dr. Oliver L. Austin of the Florida State Museum, not only discusses the distribution of bird families, their mutual relationships, and their evolution, but describes in detail their anatomical characteristics, behaviour patterns, and feeding and nesting habits.
Nothing more is needed to enable you to identify on sight a member of any bird family, anywhere in the world. But it is the sheer scope of the book, the world-wide breadth of vision it represents, that will make the deepest impression of all. Five years in preparation, it is the best and most beautiful volume of its kind to be published in our times.

World-Wide Interest

Already hundreds of thousands of orders have been received. Because of this, the total production has been large enough to bring the price far below what would normally be expected for a book with 300 full colour pages, and it is available for only £4.4.0. (plus 3s. 6d. postage and packing). Reserve your copy while stocks last. No reprinting is possible this year.



ORNATE HAWK EAGLE

Peter Scott writes:
'I cannot imagine anyone with even the slightest interest in birds remaining unexcited as he turns the pages of this book.'

Every bird family there is—painted in glowing colours and described by one of the world's greatest ornithologists.

Take advantage of this superb offer now

It is open for a limited time only. You can reserve your copy of BIRDS OF THE WORLD simply by sending your name and address to Dept. BS.1 Heron Books Ltd, 115 Bayham Street, London, N.W.1, enclosing £4. 7. 6d. (this includes 3/6 packing and postage). A copy will be sent to you as soon as it is ready. Should you be disappointed with it, you can return it in unmarked condition within 10 days, and your money will be refunded in full.

Good things come from Bristol

–like Bristol glass and Bristol Tipped

You have to get quite a polish on a table before you dare lay out glass as good as Bristol Blue. It dates back to the eighteenth century, if it's genuine, and you must be very careful with it. By all means take your drink from it, however, and let your trusted friends do the same.

Similarly, a Bristol Tipped cigarette should be admired but smoked. You will be impressed by its feel and its flavour, because quality means as much in a cigarette as it does in glass. And from the eighteenth century's glass to today's cigarette, good things come from Bristol. Especially cigarettes by Wills.

W.D. & H.O. WILLS—A WORLD-FAMOUS NAME FOR FINE VIRGINIA TOBACCOS FOR NEARLY 200 YEARS

BC117